

CHILDREN'S NEWSPAPER

Wednesday—Ninepence

FOUNDED BY ARTHUR MEE

Week Ending 1st May, 1965

In This Issue . . .

46 YEARS OF CN
DYMCHURCH RAILWAY
SCOUTING NEWS
ALL ABOUT PONIES
POP SPOT
SCIENCE SURVEY
CN SERIAL
Dead Man's Warning!

PLUS:

Many other features,
letters, puzzles, etc . . .

OVER 2,000 ISSUES

THIS is the last CN—the last of more than 2,000 issues—and it seems right that the front-page should pay a tribute to its Founder, the man who first gave children a newspaper of their own and was its devoted editor for nearly a quarter of a century.

Arthur Mee was a brilliant journalist, and sufficiently clever at his craft by the time he was 20 to become editor of the *Nottingham Evening News*. That was an achievement not many men can have equalled.

But there were greater things to come. Before long Arthur Mee was in London, making a name for himself in Fleet Street as one of the team of the great newspaper proprietor, Lord Northcliffe.

The portrait of Arthur Mee (left) is the work of Ralph Bruce, who has contributed so many front-page pictures to CN

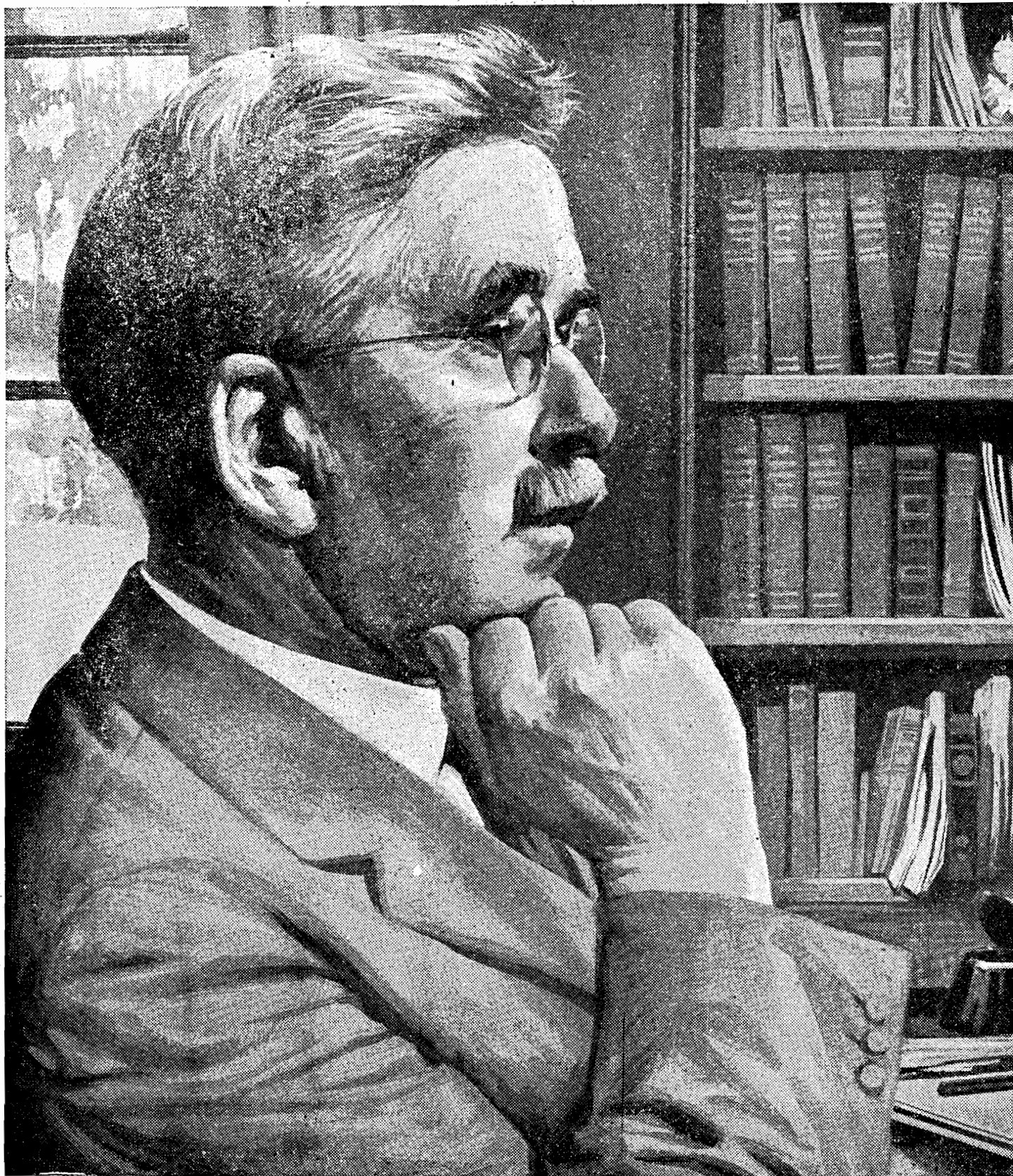
Gifted with a flair for choosing the right men, Lord Northcliffe once said of Arthur Mee that his capacity for ideas amounted to genius. Some of those ideas brought great results in the form of a series of educational publications, including the *Harmsworth Self-Educator* and *History Of The World*.

Then came the *Children's Encyclopedia*, and for the rest of his life (he died in 1943), all Arthur Mee's talents and energies were dedicated to children.

Arthur Mee believed that nothing but the best was good enough for the younger generation, and this belief was always reflected in his *Children's Newspaper*, in which he took such pride.

The CN came out on a spring day in 1919, full of promise. On a spring day in 1965, with promise fulfilled, it makes its final bow.

SYDNEY WARNER
(Editor 1953-1961)



READERS' LETTERS

BINKY THE BLACKBIRD

Dear Sir,—A dachshund belonging to one of my friends found a baby blackbird. The dog barked until my friend came and saw the bird.

Her mother took it in, meaning to look after it until it could fend for itself. Every day my friend's mother went out into the garden and dug for worms, on which she had to feed it almost non-stop. When there were no more worms left in the garden, she went armed with a spade and a jam jar to the nearest woods. The welcome of any caller was guaranteed by a jar of worms.

The bird sang so sweetly in the morning that the family were in despair over letting it go. It followed them around like a baby. In the end they borrowed a cage in which they kept "Binky," as they called it.

In the summer, when they went away, they gave Binky to their next-door neighbours to look after. They let him out to fly a bit every day and in the end he flew away.

Now they see him with his mate every year.

John Bennett (11), Whitegate, Northwich, Cheshire.



Binky loved worms and swallowed them almost non-stop.

It seems to me...

THE LAST ONE

AS I write there is a blank space at the top right-hand corner of page 2 of the final issue of C N—waiting for this, my last *It Seems To Me*...

It is difficult to know what to say, except that I am very proud to have been one of the editors of this famous paper. It has been a happy job, and I've had the great good fortune to have the support of a most loyal and capable staff.

C N's basic object has always been to provide information and report on current affairs as simply and honestly as possible—and to entertain.

C N has had a great "family" of readers all over the world, and has arranged thousands of pen-friendships, many of them between people living thousands of miles apart. This is one of the things I am most pleased about, because, as I said in this column some time ago, if people get to know each other they will be less likely to fight each other.

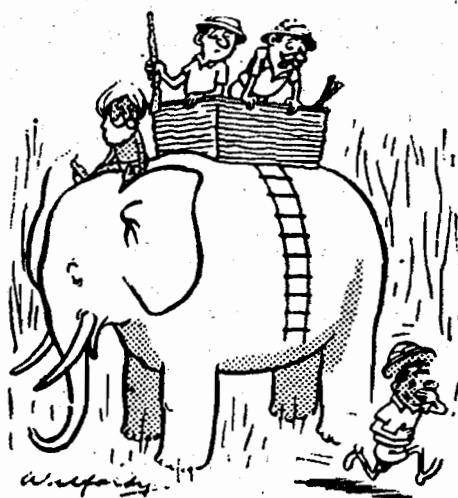
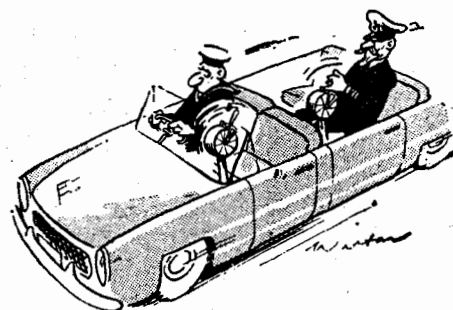
Now we have come to an end, but I am happy to be able to tell you that some of our most popular features—our Shakespeare picture serial, and our Chess and Stamps features—will be continuing in our companion paper LOOK AND LEARN, beginning with the issue dated 8th May, 1965.

You will find further details about LOOK AND LEARN elsewhere, in this issue and I think you would probably like this paper very much—unless, of course, you read it already.

Goodbye. And good luck!

The Editor

LAUGH TIME



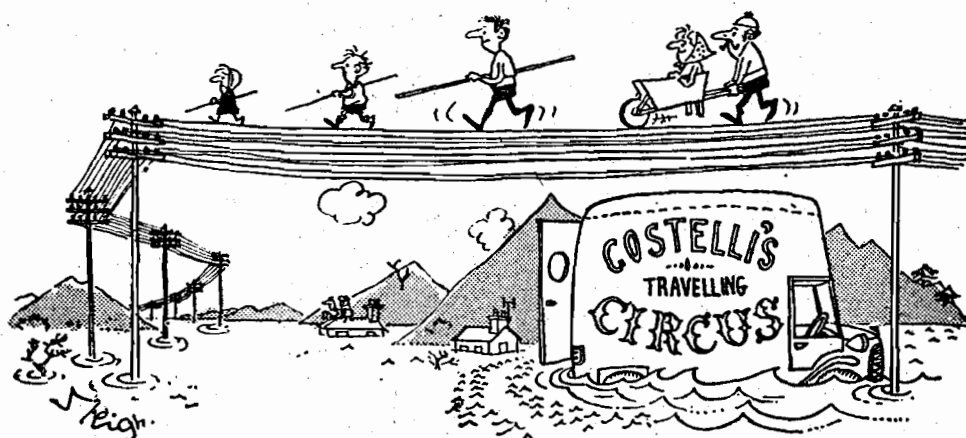
"Poor old Carstairs. The elephant's hiccups have made him seasick."



"I absentmindedly lifted my other foot!"



"Careful, mister. You nearly lost your ball down that hole."



IN BRITAIN NOW

RELICS FROM AN ENGLISH FARM

A new agricultural implements and machinery gallery was opened recently in the Science Museum in London. The exhibition contains illustrations of up-to-date farming techniques as well as the first practical tractor built in England in 1902 and a collection of milking machines, one of which was built in 1889.

Meanwhile, an appeal for farm wagons, carts, and other old

agricultural implements has been made for a museum at Wilmcote, near Stratford-upon-Avon where the Shakespeare exhibition, with its new range of portraits in the long gallery, was re-opened the other day. The museum, run by the Shakespeare Birthplace Trust, is housed in open front barns next to the 16th-century farmhouse home of Mary Arden, Shakespeare's mother.

THE NAME'S THE SAME



Some of the boys of Westminster Abbey Choir School, London, are keen railway fans, and it seems only fitting that they should have the above locomotive nameplate. Belonging to a former Castle Class loco of the Western Region, the "plate" was presented to the boys by a railway inspector, Mr. Clayton West.

MOVING A BRIDGE

A 17th-century packhorse bridge, which spans the River Lowther near Manchester, is to be dismantled and rebuilt half a mile away so that it will not be covered by a new reservoir.

A TUNE ON THE TUBA

London musician, Mr. Ron Snyder is the proud owner of this colossal tuba. Claimed to be the biggest in the world, it was specially made for American band-leader and composer, John P. Sousa. Seven feet high, the instrument consists of 39 feet of tubing, and according to the sheet on the wall, requires outside music, too!



SEA SCOUTS UP THE MOUNTAIN

The 33rd Belfast group has won the Goodson Trophy, awarded for the best water journey made by Sea Scouts. It is the first time the trophy has gone to Northern Ireland.

Seven Scouts sailed to the islands of Mull and Iona and then up Loch Linnhe to Fort William. Then they climbed Ben Nevis (4,406 feet) before returning home after an exciting journey of 470 miles in ten days.

MOHAMMAD OF KINBRACE

Mohammad Ayub is a very well-known figure at Kinbrace, near Wick, a station of the Scottish Region of British Railways. According to *Rail News*, he is the only Pakistani stationmaster in Scotland, and probably the whole of Britain.

Mohammad left Kashmir for Britain in 1956, and started his railway career as a temporary porter at Thornton Junction, in Fife. He became a shunter and later a guard at Stirling.

He worked hard, taking railway commercial and operating courses, and mastered the rules and regulations—a necessary step for a stationmaster. And a stationmaster he became, in 1963.

46 YEARS AGO

(From CN issue dated 22nd March, 1919)

At dead of night, with a hideous gale raging in the North Sea, the *Grand Fleet* was returning from a sweep to its northern lair. Ahead of it went a fine new destroyer-leader, the *Hoste*, with the *Negro* and the destroyer flotilla coming after.

Suddenly, the *Negro* ran a little too fast, and crashed into the *Hoste*. The *Negro* sank like a stone; the after part of the *Hoste* was damaged, and though her engines continued working there seemed little hope of getting her to port. However, her captain decided to make a fight for life, and altered his course to make for the nearest port. For more than two hours they steamed broadside to the waves, and then a great portion of her hull broke off, the engine-room became flooded, and the *Hoste* was doomed. It was a fearful hour.

Resolute

The fore-part of the vessel remained floating, and on the deck the crew lined up, resolute and steady. They numbered off in batches, in view of any possibility of help coming to them, and help did come. No boat could live for a moment in that howling tempest, but suddenly, out of the misty terror of wind and waves, a great thing came roaring.

Another destroyer was coming up. It was the *Marvel*, and she needed to be as good as her name to succeed here. It was impossible to lay the destroyer alongside the wreck, for both vessels were pitching and rolling like corks on cloud-sweeping seas. The commander of the *Marvel* watched his opportunity, and then, at the right moment, charged down by the side of the *Hoste*, keeping for an instant at her side.

All Saved!

The captain of the *Hoste* gave the word to the first of his batches of men, and in they jumped, reaching the deck of the *Marvel*. Not another man moved. The *Marvel* went off, turned, came back, charged again, and the second batch of men leaped to safety. Fifteen times did the *Marvel* perform that glorious manoeuvre, each time risking a smash-up for herself, and for the remainder of the *Hoste*. But fifteen times she was successful. Every man from the *Hoste* sprang from the shattered ship to the *Marvel's* deck.



SCOUTING NEWS



BIG GIFT FROM BRITISH RAIL

TRAIN spotting enthusiasts will be interested to learn that the nameplate off the old British Railways steam engine number 46169, *The Boy Scout*, is to be presented to the Boy Scouts Association. The presentation will be made by Mr. L. W. Leppington, Divisional Manager of British Railways, at Euston Station at 11 a.m. on Thursday, 6th May. The plate, which has been specially mounted on wood, will be presented to the Chief Scout, Sir Charles Maclean.

The Boy Scout is one of the Royal Scot class engines, and first went into service in 1930. It is estimated that *The Boy Scout* travelled nearly a million miles during its lifetime.

The Boy Scout locomotive covered about a million miles.

THE Scouts of Smethwick are doing a good turn for their brother Scouts in Tobago. Part of the profits from last year's Smethwick Scout Gang Show have been used to obtain copies of various Scouting books and pamphlets. Sets of these will be sent to each of the Island's Scout Groups. The choice of gifts was decided by the Tobago boys themselves.

Smethwick Scouts have decided to help Scouts in the Seychelles also, but their choice of gifts is as yet unknown.

SENIOR Scout Tony Ramsden, who belongs to the 1st Orrell Scout Group, near Wigan, and whose home is at Orrell, Lancashire, has become the first Scout in the country to gain the "Underwater Swimmer" badge.

The badge is the latest of a number of Proficiency Badges, introduced in recent years by the Boy Scouts Association, which aims at encouraging still further the adventurous activities taken up by the "over fifteens" in the Scout Movement today.



THIS WIDE WORLD

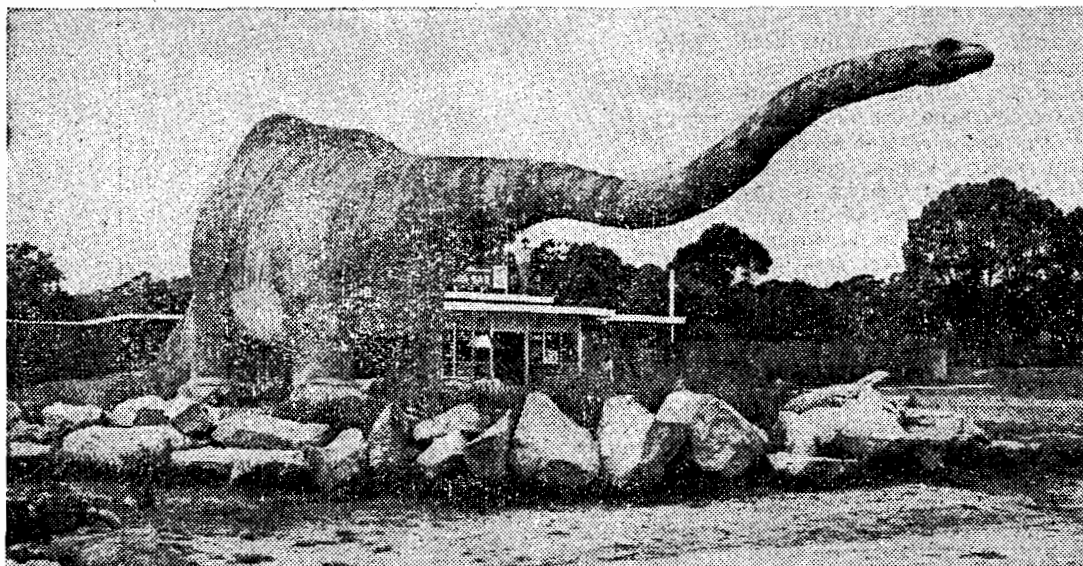
IRON DEPOSITS UNDER THE SEA BED

Two warm water holes in the middle of the Red Sea have been found by the International Indian Ocean Expedition to contain unusual iron deposits.

The chief scientist on board the US research vessel *Atlantis II* said that the deposits were found at depths of around 700 feet, where the temperature registered nearly 140 degrees Fahrenheit. Normally at such a depth the temperature is about 40 degrees.

During this expedition, *Atlantis II* has covered the Mediterranean and Red Seas, the Gulf of Aden, and the Arabian Sea. In the next few months, research will be concentrated on the chemical and physical aspects of the Indian Ocean.

More than 2,000 scientists from 24 countries and some 30 research ships are taking part in the expedition, which is sponsored by Unesco in co-operation with other international bodies.



AIRCRAFT FOR 2,000 PEOPLE

A Russian inventor has designed an aircraft which he says will be capable of carrying 2,000 people or 550 tons of cargo. Shaped like a paper dart, it would fly at up to 7,000 feet and have a maximum cruising speed of 370 miles an hour.

100 TONS OF REPTILE

This reproduction of a diplodocus—a prehistoric dinosaur—is in the Australian Reptile Park at Gosford, New South Wales. Made of concrete and steel and weighing 100 tons, the 87½-foot-long monster is the work of Kenneth Mayfield, a young sculptor from England.

NEW SPANISH GALLEON

A 16-ton replica of a Spanish galleon is being built in a shipyard at Pontavedra in Spain. The galleon, called the *Olatrane*, will retrace the epic voyages of the Portuguese navigator, Ferdinand Magellan, to the Philippine Islands, where he was killed in 1521.

From there she will follow the route taken by Juan Sebastian Elcano, captain of the *Vittoria*—only vessel in Magellan's fleet to return to Spain and the first ever to voyage round the Earth.

MORE STARS IN THE SKY

A whole new category of stars smaller in diameter than the Earth has been discovered by Dr. Willem J. Luyten, a US astronomer. One of the stars is less than 1,000 miles across.

The stars, the smallest ever detected, were caught on photographic plates mounted on the 48-inch telescope at Mount Palomar, California. The first plates revealed more than 12,000 stars, and it is believed that there may be as many as 350,000 in the category.

ARCTIC SANCTUARY

A new sanctuary for migratory birds has been established on Bylot Island, off the north coast of Baffin Island in the Canadian Arctic. The island is the principal feeding-ground in summer for the Greater Snow Goose.

Near Bylot Island is a large iron ore region. Exploration and other mining activities that could disturb geese will be prohibited there during the nesting season.

MORE BRIDGES FOR NORWAY

Every year hundreds of bridges and tunnels are constructed to make it easier to travel between Norway's many islands and the mainland. Last year alone, nearly 340 bridges were built.

During the tourist season, big queues of vehicles line up at the five ferries between Bodø, inside the Arctic Circle, and the big port of Narvik. Now five suspension bridges are to be built, and will be ready by 1970.

BRIEFLY . . .



The jawbone of a deer of 15,000 years ago has been found at Ratcliffe-upon-Soar, Nottinghamshire.

No-passport excursion trips from Britain to France are to continue for 12 months from 1st May.

Million Cyclists

Well over a million young cyclists have now been trained in the National Cycling Proficiency Scheme run by the Royal Society For the Prevention of Accidents; certificates have been gained by 769,663.

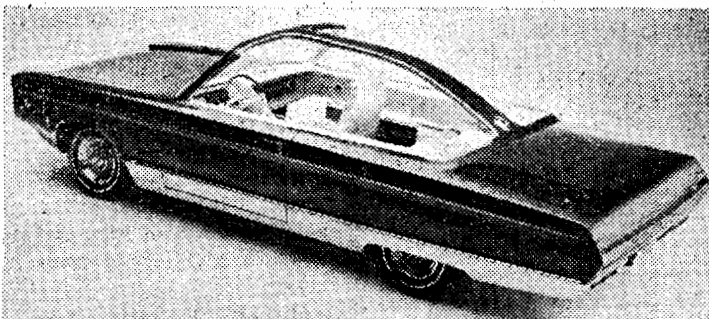
The Port of Liverpool last year handled a record 26,250,000 tons of cargo.

Racing Pigeons

More than 15,000 pigeons from Britain will compete in an international race from Nantes, France, on 10th July.

The Australian Post Office is to issue a stamp on 24th May (Commonwealth Day) honouring Sir Winston Churchill and bearing his portrait by a Canadian photographer.

Because of depleted silver stocks, the United States is to cease minting all-silver coins.



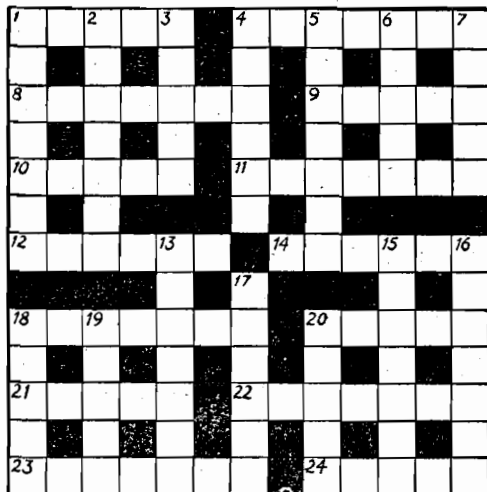
BOAC's TERMINAL

BOAC is to build its own passenger terminal at the John F. Kennedy International Airport in New York. It will cost £7,000,000 and be capable of handling 1,500,000 passengers. The terminal will be the first ever built by a foreign airline in the USA.

CAR OF THE FUTURE

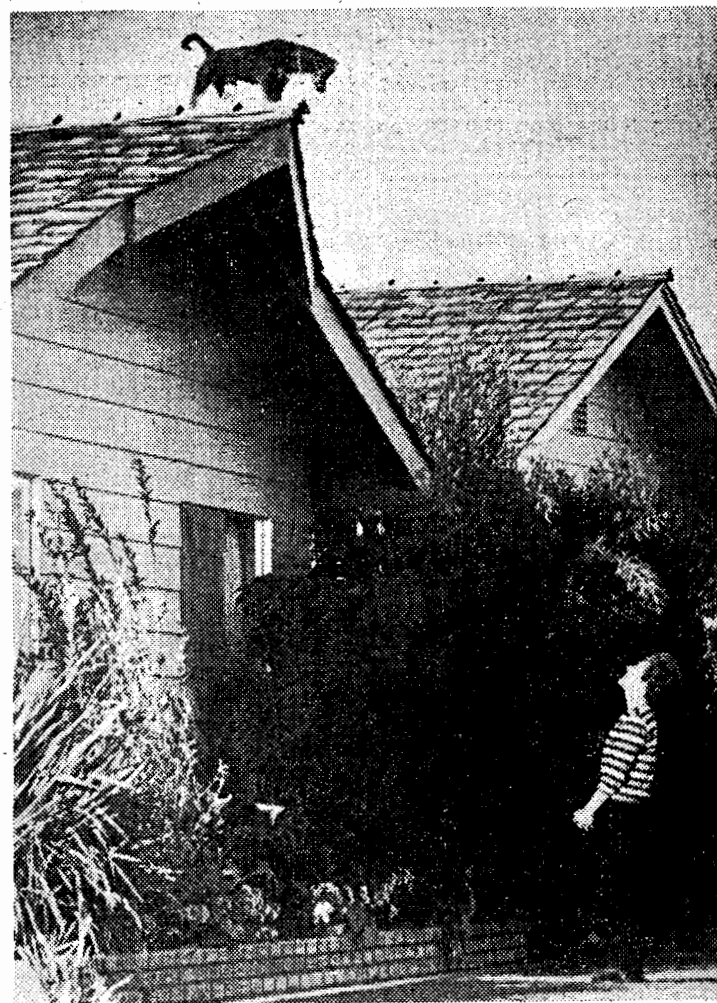
A car with a glass roof that slides into the boot when the driver wants an open top—this is an idea which is being tried in the United States. At present, the car is experimental, but if tests prove successful, it will be produced commercially.

Crossword Puzzle



ACROSS: 1 Gun. 4 Home of London artists. 8 Violent whirlwind. 9 Whiffs. 10 Rely on. 11 Set apart. 12 Midday nap. 14 Bad mark. 18 Funeral music. 20 French Impressionist painter. 21 Meditate. 22 Small breed of chicken. 23 Acknowledged. 24 Jewelled headband. DOWN: 1 Revolves. 2 Luck. 3 Praise. 4 19th-century Polish composer. 5 Daring deed. 6 Capital of Bulgaria. 7 Passage between rows of seats. 13 Small ornament. 15 Venetian boat. 16 Feeler. 17 Looked pleased. 18 Religious ceremonies. 20 Power. 19 Feathered pen.

Answer on page 5



TIPPY ON THE TILES

Cat on the tiles is usual; dog on the tiles is, to say the least, very unusual. But Tippy finds his way to the roof of his house at Salinas, California, when he wants a quiet time by himself. Of course, he comes down for his meals.

TAKE A LOOK AT NATURE



SPARE PARTS TO ORDER

THE power of regeneration (growing again), which is possessed by more animals than one might think, is a very wonderful affair.

I expect that most of you know that some types of lizards—including our three British species—are able to break off their tails when attacked? A new tail will grow in due course, though this is never as long as the one which has been shed.

The kinds of creatures which can grow what can almost be called "spare parts" are quite numerous and very varied. But it is interesting that as we go higher up in the scale of animal life, we find that regeneration is absent—unless we include the

changing of skins in caterpillars, spiders, reptiles, and amphibians; or the moulting of feathers in birds, or fur in mammals. However, this is not the same thing.

Starting with the lower forms of life, there is a fine example to be found in the Planarians, or Flatworms. These are small, flattish creatures which can be found on the undersides of stones in ponds. Planarians can suffer an almost incredible amount of damage without harm. They can grow new heads or even—if bitten to pieces—become several separate and complete individuals.

If you are digging for earthworms in the garden, you may come across one which looks as if its tail end is much thinner than

by
Maxwell Knight

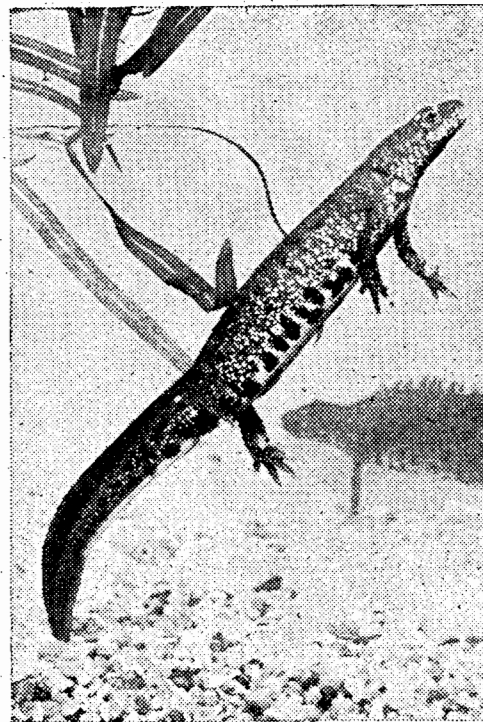
it should be. This will be a worm which has accidentally lost its rear portion, and has grown another tail end. Occasionally, though less often, a head end is renewed; but it is not true that if an earthworm is cut into a dozen pieces, each will turn into a new worm!

Spiders can grow a new leg if one is lost, but the replacement will not appear properly until the time comes for the next shedding of the skin as the spider grows bigger.

Insects have some power of regeneration of limbs, particularly the grasshoppers. In other insects re-growth is more likely to take place if the break is near the tip of a limb or an antenna.

It is when we come to the newts that this remarkable process is

shown so well. It can take place during the tadpole stage, and also when the newts are fully grown, but it is interesting that injuries or losses of limbs are "repaired," so to speak, more easily and rapidly in newt tadpoles than in adults.



Newts can re-grow lost toes, frayed tails, and other parts of their bodies

Not only can lost toes and frayed tails be regenerated; entire feet can be re-grown, and there are cases on record where parts of the head have been replaced. There is one case, which I cannot definitely confirm, where it was claimed that a new eye was produced.

At times something seems to go wrong with the renewal system, and freakish peculiarities appear. There have been instances where a damaged tail has sprouted another one, giving the newt two tails, which would, I think, be a disadvantage. Extra toes, or two feet appearing from one leg, are known.

These abnormal examples are not confined to newts. I

have more than once seen a Common Lizard, which had only partly severed its tail, but in spite of that a "new" tail had started to grow from the place where the break had occurred. I have also seen a preserved specimen of the same species with one perfectly formed tail and with two minor tails sticking out halfway along the original one.

There is one great difference between regeneration in planarian worms, earthworms, and newts, and the replacement of legs in insects, or tails in lizards.

Defence

In the former, the re-growth would seem to be a provision of nature following an accident, whereas when a spider breaks off a leg or a lizard part of its tail, it is a means of defence, for an attacker is usually occupied with the part of the creature which has been left behind, while the owner has a chance of escaping capture.

As you now know, this will be the last time I shall have the pleasure of writing these little notes for you; and I should like to say how much I have enjoyed doing them.

Thank you, too, for the many interesting letters and queries you have sent me. Perhaps we shall meet again elsewhere.

ALL ABOUT PONIES

SADDLES AND SORE BACKS

Here is the final article in our popular series, specially written for CN by an expert on ponies.

TOO often one sees little patches of white hair on a pony's back or withers. And those white patches are a black mark against somebody.

They mean that at some time or other that pony has had a sore back, and this is almost invariably the result of carelessness or neglect.

Unless taken in time, a sore back can be a serious matter. The layers of skin will begin to slough away, and it may take a long time to cure.

The most usual cause of a sore back is a badly-fitting saddle, which either puts too much pressure on one particular spot, or shifts about, causing friction. How can we tell that a saddle fits properly, and what are the points to look for?

First of all it is a rule that the saddle must never touch the spine. Any pressure there will not only restrict freedom of action but will have even more serious consequences.

If you look at the underside of a properly-made saddle, you will notice a deep channel or

gutter running the whole length from cante to head. Its purpose is to keep the saddle clear of the spine. On either side of the channel is a wide, flat sort of cushion, stuffed with wadding. These cushions are called the panels, and they rest on the muscles of the back, taking all the weight.

by
Ralph Greaves

It is important that these panels should bear evenly over the whole of their surface, and that they should be set at the right angle for your pony's back. The front, or head, of the saddle is raised in an arch, to prevent it touching the withers.

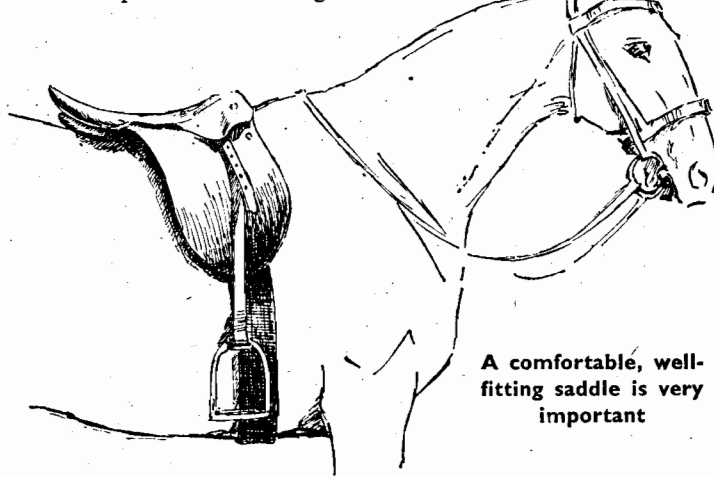
We shall have more to say about that presently. But to go back to the panels for a moment, make sure there are no lumps in the stuffing.

If there are, they will naturally put extra pressure on a particular spot, thus causing a sore back.

A badly-fitting saddle will not only put pressure on the wrong place, but it may rub; and it is by no means every saddle that

fits every pony, since the latter vary in width of back, height, and thickness of shoulder.

Saddles are built on metal frameworks or foundations called trees, and these trees are made in various fittings, wide or narrow. In fact the fit of a saddle depends on the right-



A comfortable, well-fitting saddle is very important

shaped tree for a particular type of pony.

If the tree is too wide, the saddle will come too low down on the back, and may touch the withers. Too narrow a tree will make the saddle ride up, so that the panels take the weight on only part of their surface. The

front part of the saddle is likely to pinch the shoulders; while the rear may swing about, thus rubbing the back.

When saddling a pony, place the saddle gently on its back, an inch or two farther forward than its final position. Then slide it back, so that the hairs of the coat are not rubbed the wrong way. For the same reason, never move a saddle

should fall just behind the elbow. If the girths are too far back, the saddle may tend to swivel.

When you have tightened the girths, there should be plenty of room between the head of the saddle and the withers. But you will only be able to judge this when you have mounted, and the saddle has settled under your weight. You should then be able to insert the breadth of two fingers into the gap.

Make sure, too, that your girths are still tight. Slack girths cause sore backs.

The panels, which are lined either with leather, serge, or linen, should be kept clean. If the stuffing gets hard or lumpy, it should be restuffed by a saddler. Small lumps in the stuffing can sometimes be beaten out with a stick.

When buying a second-hand saddle, beware of a broken tree. If there is any "give" in the panels, or if they have come together, thus closing the channel, then look for another saddle.

CROSSWORD ANSWER

Crossword Puzzle: ACROSS: 1 Rifle, 4 Chelsea, 8 Tornado, 9 Puffs, 10 Trust, 11 Isolate, 12 Siesta, 14 Stigma, 18 Requiem, 20 Manet, 21 Think, 22 Leghorn, 23 Saluted, 24 Tiara. DOWN: 1 Rotates, 2 Fortune, 3 Exalt, 4 Chopin, 5 Exploit, 6 Sofia, 7 Aisle, 13 Trinket, 15 Gondola, 16 Antenna, 17 Smiled, 18 Rites, 19 Quill, 20 Might.

SCIENCE SURVEY

by CN correspondent
Derrick Royston Booth



THREE GREATEST INVENTIONS?

DURING the 46 years of the CN's existence, scientific understanding has accelerated so fast it is hard to decide which three inventions have had the most far-reaching effect upon Mankind.

Nowadays there is little room left for original invention, because there are so many technically qualified people all over the world trying to solve the same kind of problems, and the exact moment and origin of any single invention is hard to determine.

That is why it is hard to discover who really invented television—surely one of the most important of all the inventions of this period.

MOST British history books acknowledge John Logie Baird—a Scots engineer—as the father of television. American history books claim it was their man, C. F. Jenkins. The Russians, of course, say it was *their* man!

But really the credit should go to Baird.

Baird's system of television was a mechanical one. It used mirrors spinning on a drum to break up the image into light and shade, so that the picture could be scanned and sent by wire or radio by electrical pulses.

It was very inefficient, and was later replaced by a true electronic system, much as we have today.



John Logie Baird, who gave us TV

Even so, there were regular broadcasts by the Baird Televisor from London, and in 1928 Baird flashed a recognisable picture across the Atlantic.

Television is no longer a marvel. We lazily watch events happening in Tokyo, Moscow, or Washington, and even have the cheek to criticise the picture quality. Colour television has been around for a good long time too, and will be in common use in Europe in the next few years.

John Logie Baird, who died in 1946, left his original televisor machine to the South Kensington Museum.

THE past 46 years have seen some extraordinary developments in medicine and surgery.

Without a doubt the most important single development in medicine was the discovery of penicillin. The man behind this was Sir Alexander Fleming, a quiet

Scot who happened to notice a mould growing in a culture dish containing germs.

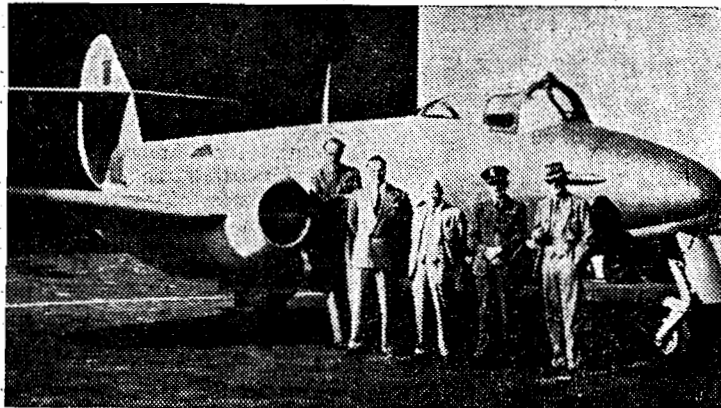
Sir Alexander said: "I found that the mould made a powerful and non-poisonous antiseptic which I christened penicillin."

That was in 1928, and this discovery did not immediately lead to a new stream of drugs and wonder cures. It had to wait until the manufacturers, ten years later, suddenly saw there was a commercial proposition in penicillin.

Fleming died in 1955, a Nobel Prize winner, and a Fellow of the Royal Society, but still a quiet and modest man. From his chance



Sir Alexander Fleming, discoverer of penicillin



Sir Frank Whittle, inventor of the jet engine

discovery has followed a whole family of antibiotic drugs which have profoundly changed the pattern of life and death in the last quarter of a century.

AIR COMMODORE Sir Frank Whittle must also be accorded "CN honours" for his part in the development of the jet engine.

Here again other countries have tried to minimise the importance of Whittle's work, but nevertheless his was the first patent for air-borne gas turbines which was put to practical use.

Before the introduction of the jet engine, piston engines were almost as fully developed as they could be. Aeroplanes were flying at speeds around 400 mph, but never seemed to get much beyond

this. The jet engine changed all that.

Nowadays we fly the Atlantic by commercial jetliner at speeds in excess of 500 mph, and a supersonic airliner is already being built. Jets dominate the skies!

Sir Frank Whittle is still very much alive and has turned his talent for invention from the sky deep into the ground. He is working on new ways of drilling for oil.

What will the next 46 years bring?

Well, it seems that a man will stand on the Moon, living organs will be transplanted from unrelated people, cheap atomic power will be readily available, and there will be a useful domination of the Antarctic and oceans' depths.

ADVERTISEMENT

Patti Stone meets Beryl Grey at the Garden



BERYL GREY: No Patti, I never felt any need to start smoking, and I have no desire for cigarettes at all.

PATTI: I would have thought a cigarette would help you relax, before or after a difficult performance.

BERYL GREY: Any expert will tell you that smoking definitely cuts down your stamina and makes you short of breath, Patti, and ballet is just about the most disciplined and hardest work in the world. Practising regularly every morning, rehearsing all day, long arduous seasons, mean that you must be in the best of physical condition. Can you imagine doing 32 fouettés if you get breathless?

PATTI: I'm beginning to notice I get out of breath rather soon. That must be why.

BERYL GREY: Why don't you give up smoking then? You'll feel much better. And girls don't have to smoke to feel sophisticated, you know!

PATTI: You're right, Miss Grey. I wonder if I could give it up?

BERYL GREY: Of course you can, if you set your mind to it. But the best way to stop is never to start!

Beryl Grey says:
AMBITIOUS GIRLS DON'T SMOKE

46

YEARS OF CN

DURING the 46 years of its life, CN has kept a record of a world which has changed beyond all foreseeing.

It started just after the end of the First World War, "the war to end war" as they called it, and we picture on this and the next three pages some of the outstanding events of our near half-century—say, ten generations of readers.

In 1919 Britain's first woman MP (Viscountess Astor) was elected. In 1920 the League of Nations Covenant came into force—one of the world's worst disappointments. That same year brought Britain's first advertised programme of public broadcasting, 15th June, when Australian singer Dame Nellie Melba sang over the air.

In 1923 the USSR was established, and in 1927 Chiang Kai-shek became President of all China. 1929 saw the collapse of the New York Stock Exchange and the start of the World Slump, and in 1930 the Statute of Westminster was the beginning of the end of the British Empire as such. In 1932 the Japanese occupied Shanghai and began their long aggression. Three months later the Nazi Party appeared in the headlines as the big winner in the German elections.

In 1935 Italy invaded Abyssinia and the League of Nations failed in its peace-keeping function. Next year Germany marched into the neutralised Rhineland—after which it was too late to stop her aggression. At home, 2nd November, 1936, saw the BBC start its regular TV service. In September, 1939, the German invasion of Poland forced Britain and France to declare war.

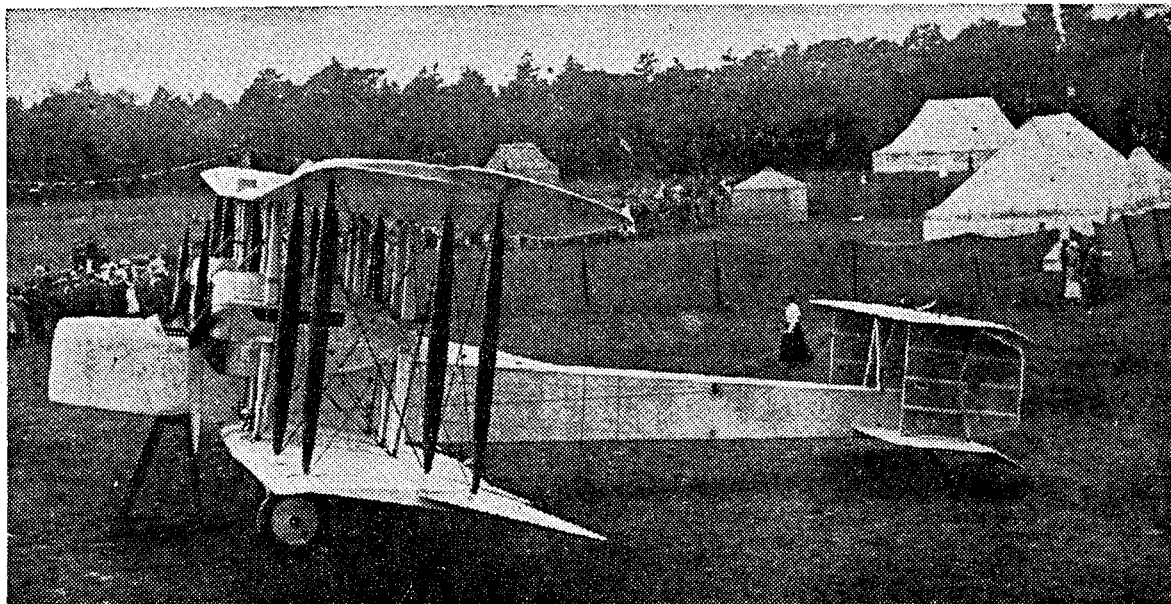
The heroisms and horrors of the next six years culminated in the ultimate horror at Hiroshima and Nagasaki, when the first nuclear weapons to afflict mankind were used.

In 1946 collective security was attempted again by the United Nations, which met in London under its first Secretary-General, Trygve Lie. In 1948 Gandhi fell to an assassin's bullets. The State of Israel was proclaimed independent, to the fury of the Arab world. In 1950 India became a republic and Britain started the process of shedding her overseas possessions. 1956 saw the ill-starred Anglo-French intervention at Suez, and 1959 the Chinese invasion of Tibet.

In 1960 Mr. Macmillan made his Wind of Change speech to the South African Parliament and the next year South Africa withdrew from the Commonwealth. In 1962 Telstar was launched, and in 1964 the USA and North Vietnam clashed in the Far East...

All these events and many others have been reported in the pages of CN.

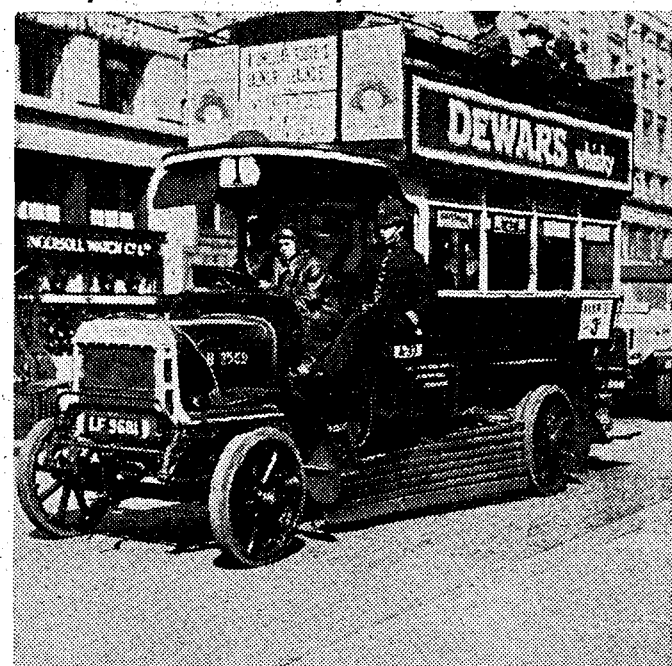
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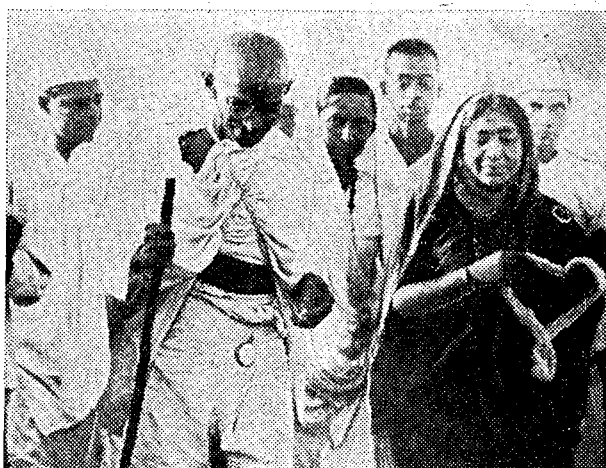
1919 The shape of things to come appeared on that June day when the news broke that two RAF flyers, John Alcock and Arthur Brown, had made the first non-stop Atlantic flight. Here is the Vickers Vimy bomber in which they flew



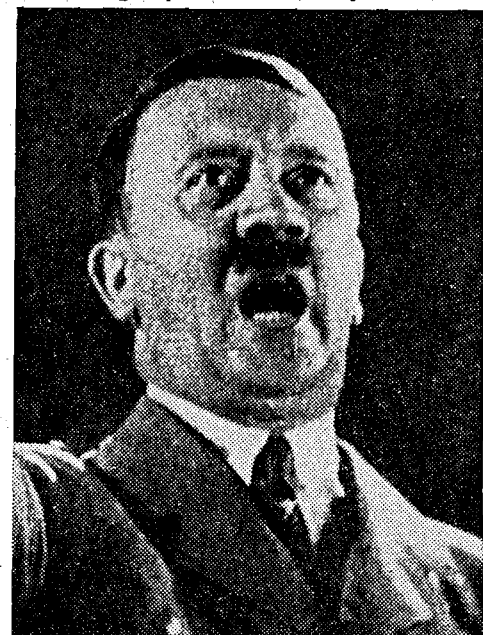
1922 28th October was the day when Benito Mussolini's Fascist Party staged their famous march on Rome—the fiery Dictator following later. Thus began 20 stormy years for Italy



1926 At midnight of 3rd-4th May, Britain came to a standstill as the TUC declared a General Strike in support of the coal miners. Trains and buses were worked by volunteers and the great emergency lasted nine days



1930 Gandhi, great Indian leader and apostle of non-violence in resisting British authority, opened his Civil Disobedience campaign, 12th March. He was one of the great men of the century



1933 Adolph Hitler, after a sensational rise from obscurity to infamy, became Chancellor of Germany, 30th January. He shouted his way to power



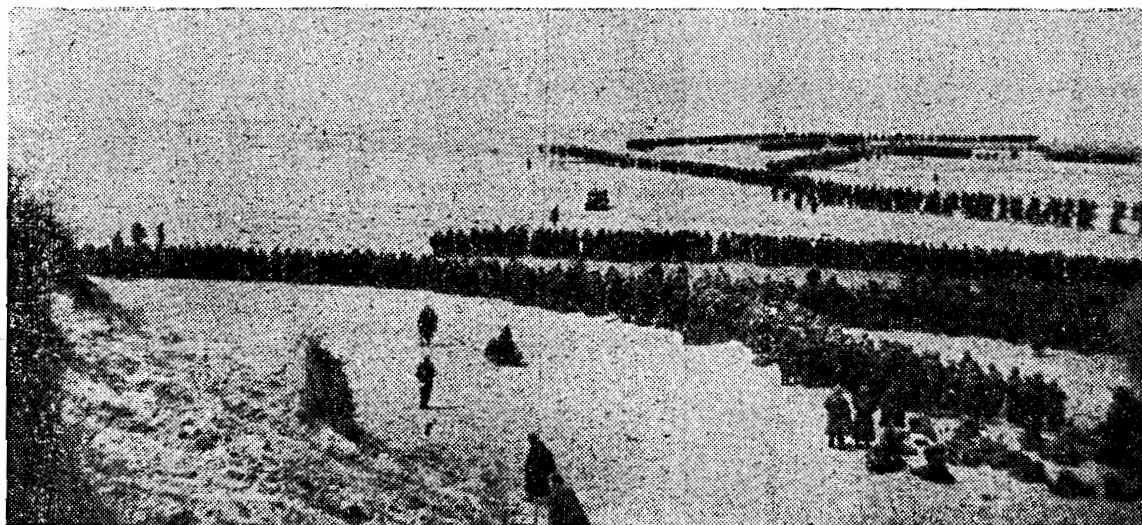
1936 10th December. Monarchy in Britain seemed to totter when Edward VIII renounced the throne to marry a "commoner," Mrs. Simpson



1936 18th July. The deadly Spanish Civil War began when General Franco organised a military uprising against the Spanish Government. Franco was to assume the title of Caudillo (State Leader). He sent troops to fight Russia on the German side during the Second World War

46
YEARS OF CN

1937



1940 30th May-3rd June. The Dunkirk Evacuation, the end of the triumphant German sweep through Europe. Under intense bombardment 337,000 troops were safely brought by the Navy and a fleet of "little ships" from the French coast to Britain



1940 By this year the people of Britain were shut up in their homes to defend it against invasion. The first stage of the Battle of Britain—won by a few hundred RAF fighters

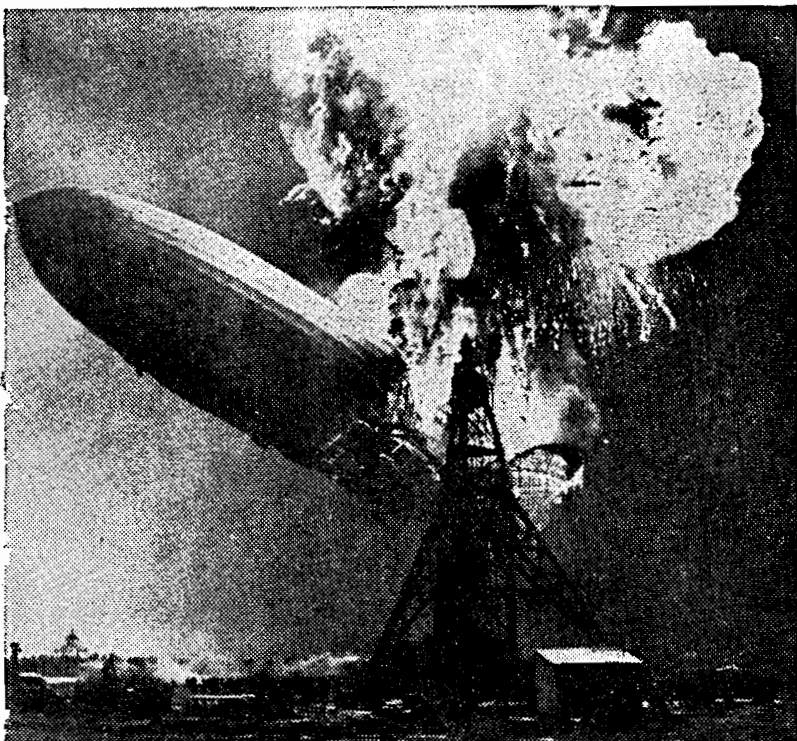


1944 The answer to Dunkirk. British troops burst out of their besieged island and invaded Europe in the great campaign which started on D-Day, 5th-6th June. Bombers silenced the coastal guns, minesweepers cleared channels to the beaches, and the Navy shelled them

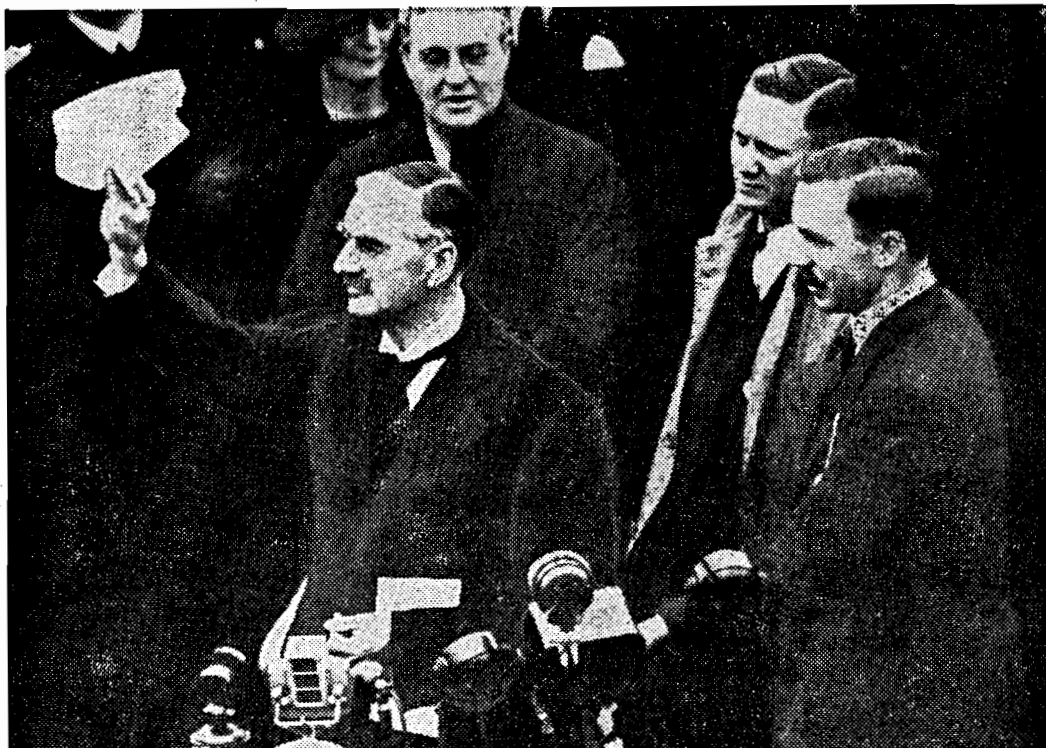


1945 The Second World War ended for Britain when Field Marshal Sir Bernard Montgomery accepted the conditional surrender of the German armed forces in 5th May. His 21st Army was the first to line up on the

er, 1st May, 1963



On 6th May a terrible disaster to the transatlantic German airship *Hindenburg* at Lakehurst, New Jersey, settled the fate of the airship as a rival to the aeroplane. 33 people died



1938 False Hope. Premier Chamberlain waves the document, signed with Hitler, which was supposed to bring "peace for our time." He has just arrived at Heston Airport after his meeting with the German Chancellor



1943 The three great war leaders—Winston Churchill, Franklin Roosevelt, President of the US, and Josef Stalin, leader of the USSR—met at Tehran, capital of Iran (Persia) during November and December, to form plans which were to bear fruit in the campaigns of 1944

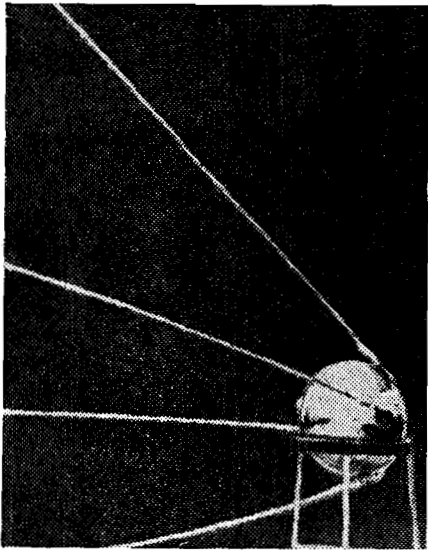
1941 7th December. The Japanese attack on the USA at Pearl Harbour. The American atom bomb on Hiroshima ended that story in 1945



General Montgomery received the UN flag at Luneberg Heath, Saxony, on the Rhine, which it crossed on 24th March

1949 The communist Chinese People's Republic was declared in Peking

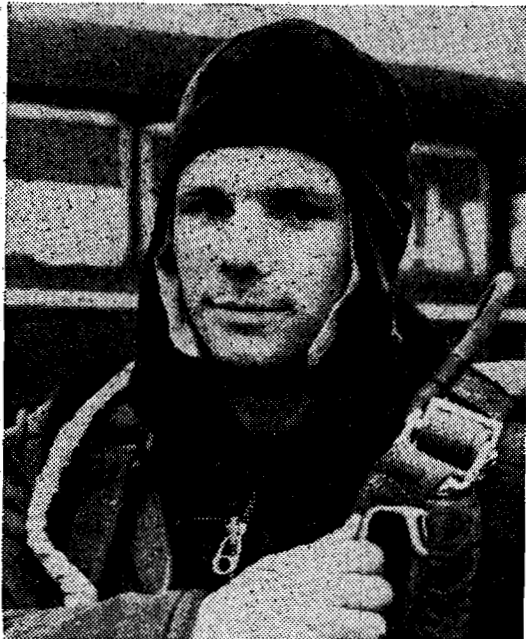
1953 Joybells in June greeted the Coronation of Queen Elizabeth II, seen here with her husband, the Duke of Edinburgh, and their children; Prince Charles, born in 1948 and Princess Anne, born in 1950



46

YEARS OF CN

1957 The great 20th Century Wonder, Sputnik 1, launched from Russia on 4th October, was the first man-made satellite of Earth



1961 Major Gagarin of Russia became the first man to enter space and orbit the Earth, 12th April



1961 President Kennedy of the USA was inaugurated. He faced and quelled the Russian threat of nuclear war over Cuba in 1962. In 1963 he was assassinated



1958 27th March, Nikita Khrushchev was elected Premier of the USSR by unanimous vote of the two Houses of the Supreme Soviet. Already Leader of the Communist Party, he now stepped, at 63, into the dangerous shoes of Stalin, who had died five years before



1965 The end of an epoch. The gun carriage bearing the coffin of Sir Winston Churchill leaves Westminster Hall, an event seen all round the world by television. Thus passed the great man who had seen Britain through the greatest danger in her long history

POP SPOT

This week we bring you news of the five-strong R & B group
THE YARDBIRDS

THE YARDBIRDS



THE Crawdaddy Club, Richmond, Surrey, was one of the first near-London Rhythm-and-Blues clubs. Their resident group in the early days was—The Rolling Stones.

Now it is **THE YARDBIRDS**—five boys who have worked hard to live down the "Stone legend" and become accepted for what they are—a group dedicated to R & B. They were not an overnight success, for the Stones fans were not to be won over easily. But now The Yardbirds have built up a fantastic following of their own and are making a bid for the Charts with their first disc—*I Wish You Would*, coupled with *A Certain Girl*.

The five boys are **JIM McCARTY**, drummer, **PAUL SAMWELL-SMITH**, bass-guitar, **ERIC CLAPTON**, lead-guitar, **KEITH RELF**, vocalist-harmonica, and **CHRIS DREJA**, rhythm-guitar.

The group is not interested in consciously creating an image—but, consciously or not, they are an R & B image to their fans.

SPECIALLY FOR GIRLS

School In The Sun

GOING to school in the West Indies, land of coconut trees and brightly-coloured tropical flowers, may be many a schoolgirl's dream. But, apart from climatic conditions and a preponderance of dark, smiling faces, the 82-year-old Queen's College, Barbados, is just like a school for girls in Britain.

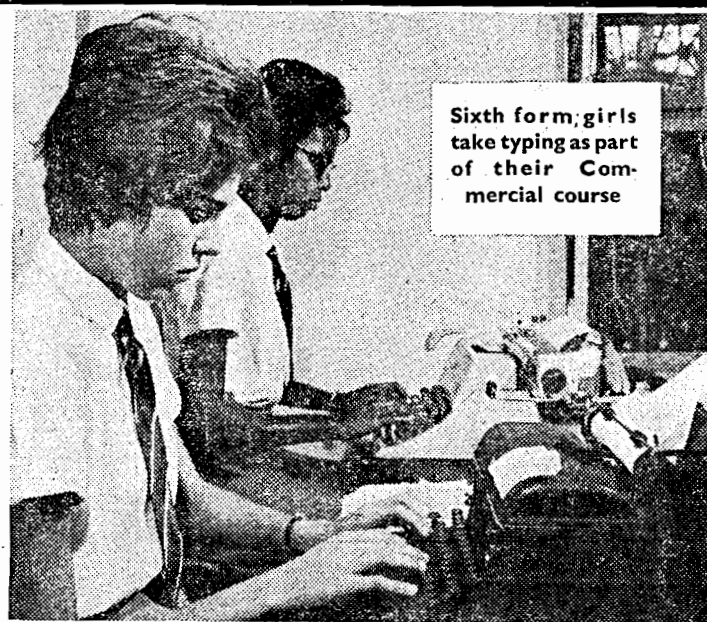


"Let There Be Light" is the school motto which 485 pupils unconsciously practise daily in their personal relationships between Barbadians and girls of other nationalities.

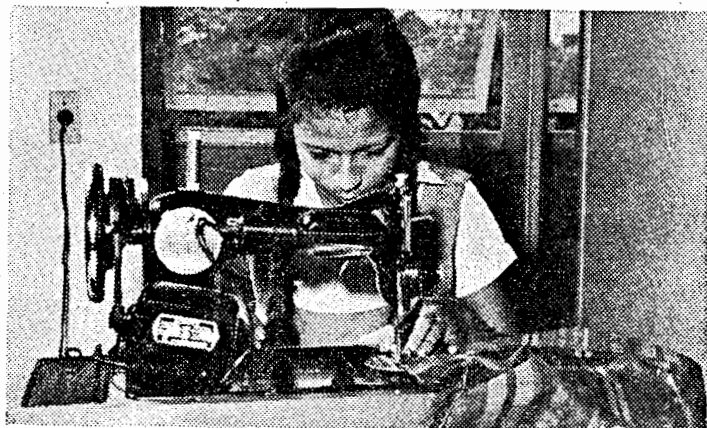
Admission to the college is by Common Entrance Examination for girls between ten and twelve years of age, and pupils are prepared for the GCE at "O," "A," and Scholarship Levels by a mixed staff of Barbadian graduates and a few teachers from the United Kingdom. Many ex-Queen's College girls have become doctors, barristers, solicitors, and teachers, while many others have found interesting jobs in the world of commerce.

This school in the sun is much the same as one in Britain. Like schoolgirls the world over, whether in Barbados or in Birmingham, there are always those eager to make the most of their chances and those who always become talkative at the wrong time. But, with few exceptions, schoolgirls everywhere are always ready to start for home when the bell rings!

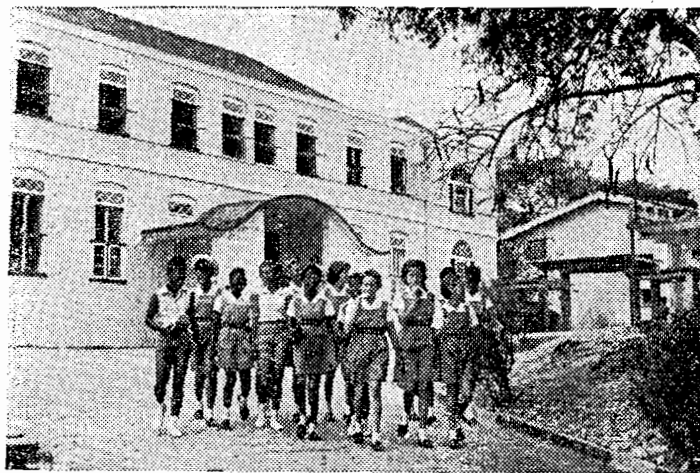
Vicky



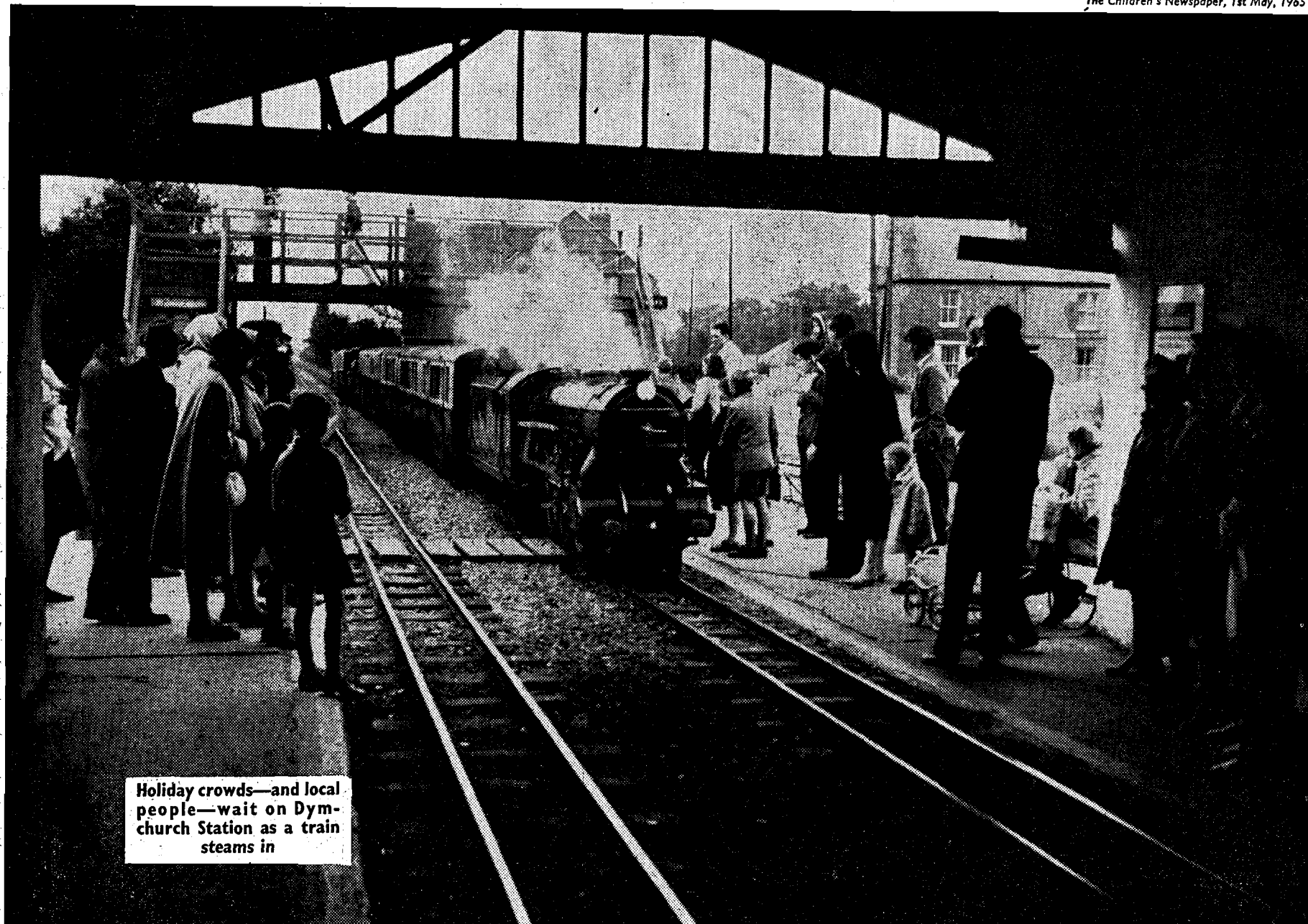
Sixth form girls take typing as part of their Commercial course



Using a sewing machine, during a Domestic Science lesson

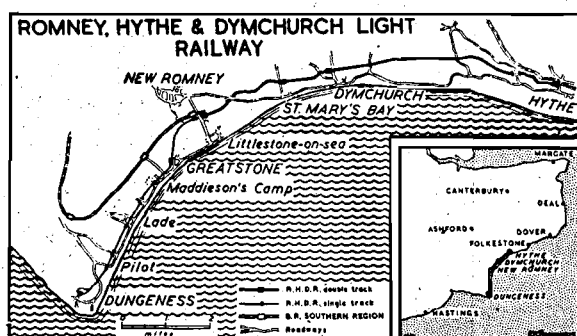


A typical lunchtime scene outside the main hall



Holiday crowds—and local people—wait on Dymchurch Station as a train steams in

ALL STATIONS TO ROMNEY, HYTHE AND DYMCHURCH



Above: Maps showing the railway's route. Right: A driver "coals" his tender. Below: A train slows down to five mph, and whistles as it approaches one of the railway's level-crossings on Romney Marsh.



PEOPLE come from all over the world to have a ride on the miniature trains of the Romney, Hythe, and Dymchurch Light Railway (15-inch gauge).

The railway follows the coast of Kent across Romney Marsh for nearly 14 miles, between Hythe and Dungeness, serving the holiday camps there and giving fun to thousands of summer visitors.

Below we tell the story of how the line came to be, and how it flourishes today.

THE man who started it was a famous driver of racing cars, the late Captain J. E. P. Howey, who also had a passion for model railways. Looking for a suitable place to build one, he decided on the coastal area of Romney Marsh.

The permission of Parliament, which is necessary in such cases, was obtained, a company was formed, and the new line began to operate in 1927. To start with it ran only from Hythe to New Romney, a distance of 8½ miles, but it was such a success, right from the word go, that during 1928-29 it was extended, with

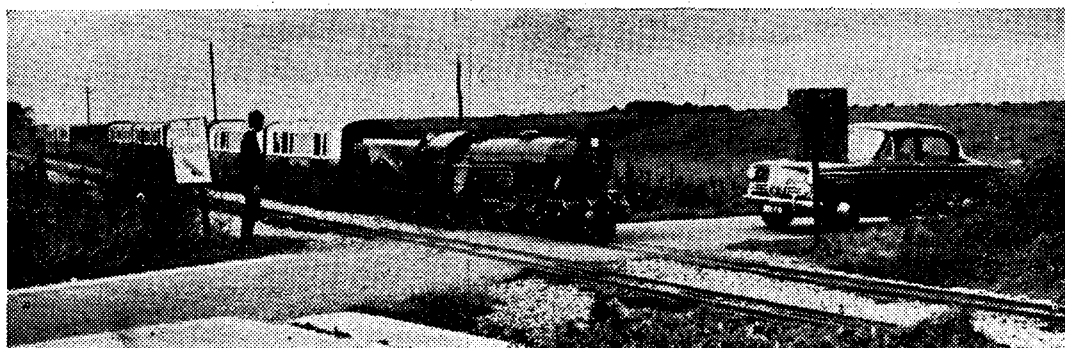
double tracks to Dungeness, making 13½ miles in all.

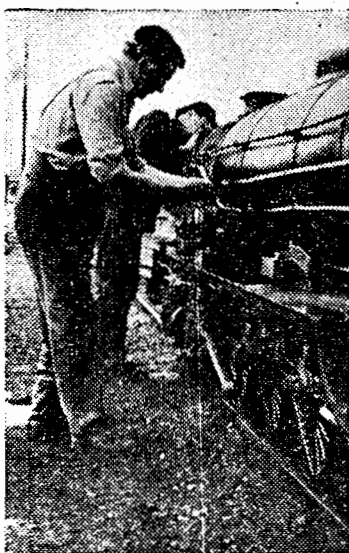
This railway was of great use to the famous holiday camp for boys at St. Mary's Bay which the Duke of York (later George VI) used to visit. Other holiday camps sprang up, at Dymchurch, Greatstone, Littlestone, and Hythe, and it was not long before the children, fascinated by the miniature engines and carriages, were crowding on to it and making good use of it. At first, open coaches with half-doors and roofs (to stop passengers standing up while passing under bridges!) were used.

As time went on, many improvements were made, more locos built and new rolling stock added. Captain Howey himself sometimes drove one of his own trains until a few years before his death.

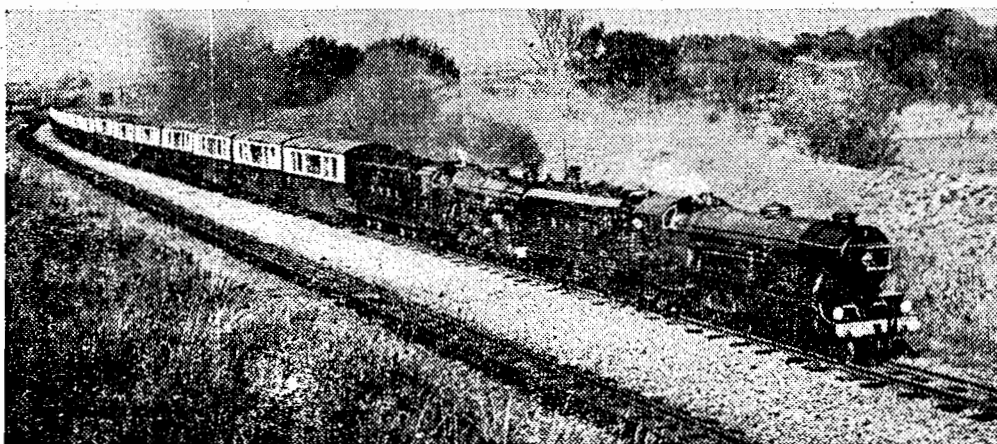
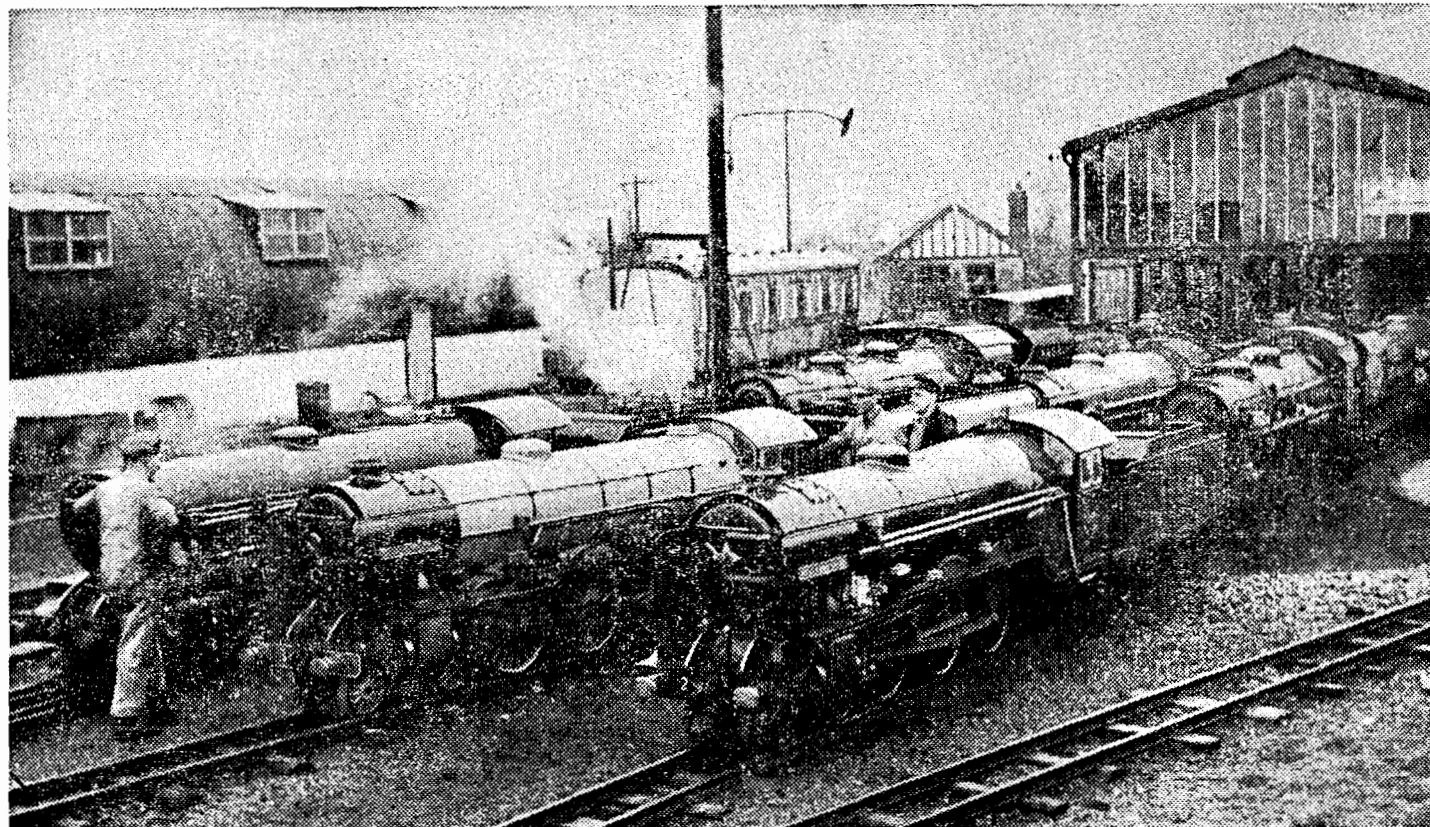
Many famous people have travelled on the footplates of the locomotives, including King George VI, who did so while visiting the camp at St. Mary's Bay. In fact, he drove the first train of all, ten months before the line was opened to the public.

When the war clouds descended on Europe in 1939, the little railway found itself in the most exposed territory for the threatened invasion of England. The beaches

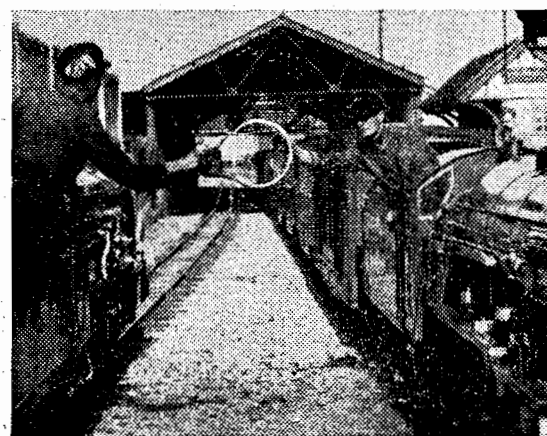




Above: Each driver is responsible for the maintenance of his own engine. Here one driver helps another prepare his engine for the day's work. Right: The R. H. & D. Railway's nine steam locomotives, which nowadays would cost over £10,000 apiece, originally cost about £1,600 each



Left: Two engines pull a special 19-coach train through a cutting called the Warren. Right: The driver of *Hurricane* hands over a tablet to the driver of *Northern Chief*. Possession of this tablet allows a driver to take his train over the single line to Dungeness



... ON THE WORLD'S SMALLEST PUBLIC RAILWAY!

on which the Germans might try to land were uncomfortably close. So, in June, 1940, the line was taken over by the British Army.

There were many air attacks, but casualties were luckily small. The worst "incident" on the railway itself was caused by a bomb which derailed a nine-coach train. It was our own soldier passengers themselves who did the worst damage, and the end of the war found the railway in a sad condition. None of the tracks were fit for use, and the rolling stock was in a neglected state.

Then Captain Howey got busy again, and reconstruction began, with the help of Italian prisoners of war. The railway was partly re-opened to the public in March 1946 by the Mayor of New Romney, who rode in the first brand-new post-war train. Captain Howey, now a happy man again, rode with him.

By 1947 the whole line was completed and re-opened by those two great American film comedians of their day, Laurel and Hardy. Since then it has been success all the way.

When I took a trip on it some weeks ago, I saw it at its new and shiny best. I was amazed

at the workmanship everywhere—tunnels skilfully cut under streets, railway stations with ticket offices, engine shed, and turntables.

The railway has nine steam locomotives, seven of them 4-6-2 Pacifics (two fitted to look like Canadian engines) and two 4-8-2 Mountains. There are also two petrol-driven locos for shunting and for platelayers' trains.

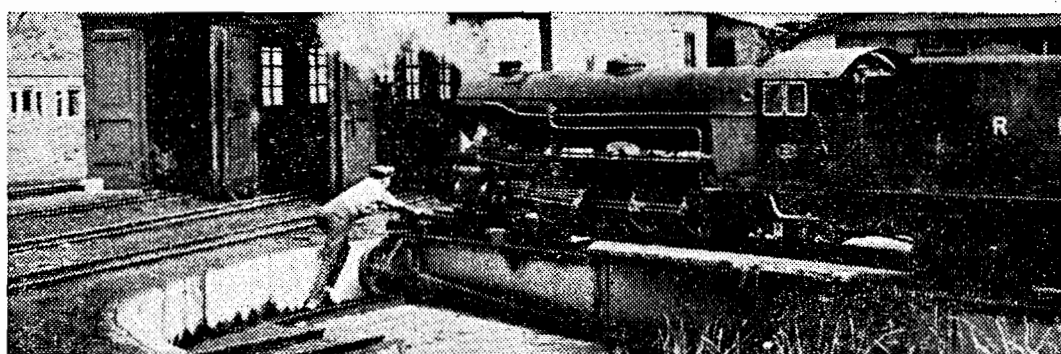
The rolling stock includes 12- and 16-seater saloon coaches with sliding doors, 8-seater coaches with ordinary doors, and the always popular 20-seater semi-open coaches. The Company also owns freight wagons, four-wheeler hoppers, and goods vans. The open stock is used largely for carrying passengers' bicycles and perambulators.

The line opens at Easter and closes at the end of September. It never runs trains after dark.

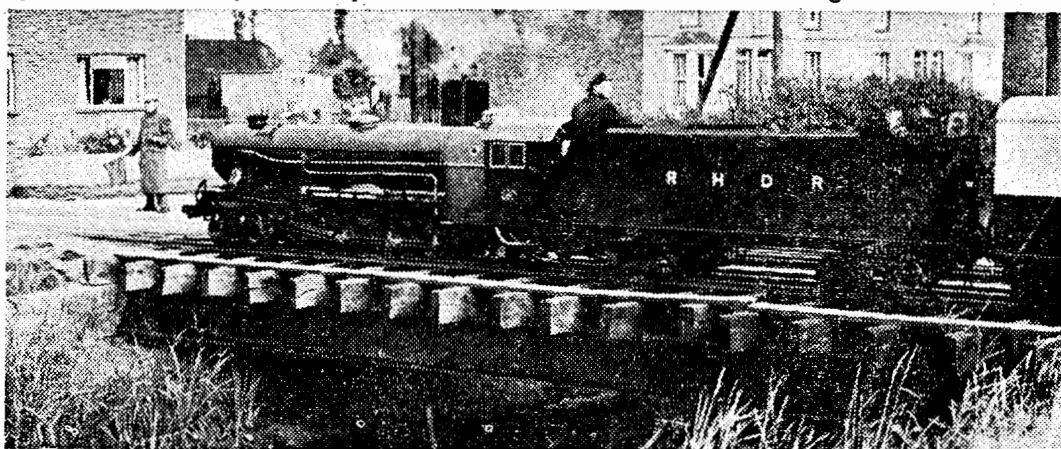
The engines are coal-fired. Each driver is responsible for his own and is an expert on answering passengers' questions.

This line is sometimes called "The Line that Jack Built". But it is more popularly known as The Smallest Public Railway in the World.

CLAIRE KAY



Above: An engine at New Romney Station on the 30-foot turntable which once belonged to the Lynton and Barnstaple Railway in Devon. Below: No. 5 *Hercules* engine crosses a stream



STAMP QUIZ?

Do You Know:-

1. What country puts "C.C.P." on its stamps?
2. Does ICELAND issue stamps?
3. Name any country which has issued TRIANGULAR stamps?
4. What country issues special CHRISTMAS stamps?

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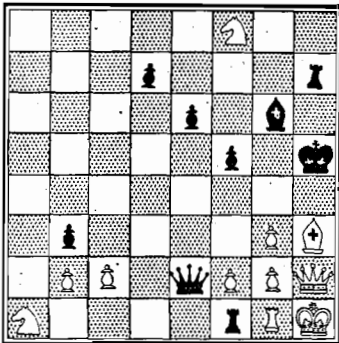
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CN CHESS CLUB

AS this is the last chess column in our series, I thought it would be fitting to mention the end-game. This is often neglected by players of all standards, and consequently, many a "won" game has been drawn, and a "drawn" game lost.

I cannot hope to discuss all the points of end-game technique, so I recommend you to look at *A Guide To Chess Endings*, by Euwe and Hooper, or to read the appropriate chapter in *Instructions To Young Chess Players*, by H. Golombek.

The main thing to remember is that, as with all games, there is no substitute for practice. Do not become discouraged if you lose, for, as Botvinnik once said, "There are many chess masters, but no masters of chess."



This final problem is rather different. It is Black to move but can you see what White's last move was?

Answer on page 16 T. MARSDEN

WORLD OF STAMPS

AMERICAN EXPERT ON BRITAIN

ONE of the greatest experts on the history of Britain's postal services is an American. He is Professor Howard Robinson, of Ohio, and his book, *Britain's Post Office*, published in 1953, told the story of the GPO from its beginnings in the reign of King Henry VIII, 450 years ago.

Now Professor Robinson has written two more interesting and informative books.

One of these is *A History Of The Post Office In New Zealand*, published by the Government Printer, Wellington, New Zealand, price 35s.

This story, strange to say, begins in 1840, the year of issue of the Penny Black, for it was in January of that year that Britain decided to annex New Zealand and make it part of the British Empire. A post office was one of the first services established by the new Governor.

The book is beautifully produced, with over a hundred illustrations, and it will delight every collector of New Zealand stamps and postmarks.

Professor Robinson's other new book is *Carrying British Mails Overseas*, published by George Allen and Unwin, Ltd., price 50s.

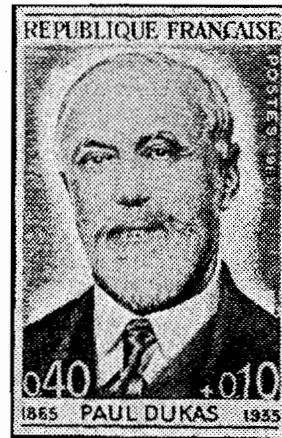
This tells the story of our overseas postal services, beginning with the cross-Channel service to France organised in King Henry VIII's reign. The long wars against the French, between 1793 and 1815, provided many perilous moments for the small but speedy Post Office mail-ships, or "packets." Professor Robinson recounts many exciting stories of the encounters between the Post Office packets and their French enemies.

The book ends with an account

by C. W. Hill

of the airmail services, which carry our mails today, when it takes only six hours for a letter to cross the Atlantic instead of two months!

By coincidence, a new stamp from France features a mail ship of years ago. She is *La Guienne*, launched in 1859 and intended for the transatlantic ser-



vice between France and America. Although she was a paddle-steamer, powered by a 460-horsepower engine, *La Guienne* also had sails for use when she ran out of coal or when the steam engine broke down.

Pictured below, left, the stamp is a 25 plus 10-centimes value marking Postage Stamp Day.

Another recent stamp from France, pictured above, honours Paul Dukas, the French musician and composer who was born just 100 years ago. His best known work is *The Sorcerer's Apprentice*, but he composed many other pieces and was a professor at the Paris Conservatoire.

HUNGARIANS are this year celebrating the 20th anniversary of the liberation of their country from the German armies at the end of the Second World War. As part of the celebrations a beautiful series of flower stamps is being issued. Pictured below is the 2-forint value, showing gladioli.



CHILDREN'S ENCYCLOPAEDIA BARGAINS

Arthur Mee's £4-£10. Books of Knowledge £4-£10. Children's Britannicas £15. Many others. Write for postal lists. Please tell your Parents.

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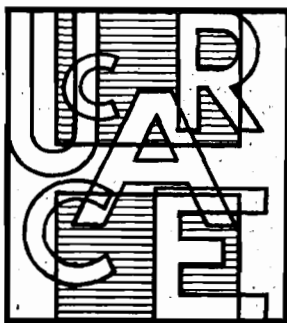
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TWO DOWN, SIX ACROSS

The names of two vegetables, inserted in the spaces below, will form six words reading across.

- E - AL
- B - SE
- U - AL
- A - CH
- N - ON
- I - ED

PICK THE POET



The name of a great 14th Century poet is given here in outline.

ANIMALS IN RHYME

Can you name five animals that rhyme with the words below?

Wig; leap; cocoon; Rita; tackle.

PICK A PUZZLE

DO YOU KNOW?

What did Woodrow Wilson, Andrew Jackson, and Harry S. Truman have in common?

Which European country has the escudo as a form of currency?

What is the common term for oxide of calcium?

Which is the smallest continent?

What are the Sun's nearest and most distant planets?

WORD SQUARE

The answers to the four clues, will, if written below each other, spell the same down as across.

Tidings
Sound repercussion
Sudden fancy
A few

CUTLERY QUIZ

Re-arrange the letters in the words below to spell the name of an English city renowned for its cutlery.

ELF FISHED

ROUND AND SQUARE

S E L E

ULT
ND
WHW
NBOY
OB

R S

O R S W R H

R N I G

Insert the appropriate letters, from those in the circle, to spell the names of four famous poets.

Ps, PLEASE!



Re-arrange the letters in the words above to spell five fruits, all of which begin with the letter P.

FICTION FAME

Below are listed the titles of eight famous books. Can you name their authors?

Kipps; The Thirty-Nine Steps; The Hunchback Of Notre Dame; Around The World In 80 Days; Vanity Fair; Wuthering Heights; Robinson Crusoe; The Hound Of The Baskervilles.

NATIONALITIES

Below are listed the names of six of the world's most famous writers. Can you give their nationalities?

Tolstoy; Dumas; Schiller; Shaw; Cervantes; Ibsen.

PLURAL PUZZLE

Can you give the plurals of the following?

Radius; datum; mother-in-law; crisis; antenna; spoonful; index.

CITY SITES

In which famous cities would you find the following buildings?

The Vatican; The Louvre; The Empire State Building; The Kremlin; The Taj Mahal.

RIVERS ALL



Start at the letter V in the top line and move through the squares to form the names of eight rivers. The last letter of each river will be the initial of the next.

Answers to puzzles are on page 16

CN fiction

Concluding our exciting serial of mystery and treachery on the high seas

DEAD MAN'S WARNING!

After running away from his grandfather's home in England to join his sea-going father in America, Nye had had many adventures. He had learned of a plot to kill his father and, trying to get to New York to warn him, had been followed by a frightening man called Red-Eye Pell. He had been betrayed by his own Uncle Daniel, shipwrecked, had escaped when Red-Eye Pell reappeared, and, helped by a friendly old sea captain, had finally neared the end of his journey. Now, all he needed was to take a coach to Fall River and a steamboat from there to New York.

But Red-Eye Pell forestalled him by taking the Fall River coach himself. Nye, although relieved to see him go, was now at a loss to know how to get there himself...

12. School And The Sea

BUT he was in luck again. He found a wagon builder willing to take him to New Bedford, and by 7.30 the next morning he was aboard the steamboat *Concord*, bound for New York. Hours later, when the ship finally docked, he was first off and running down the pier ahead of everyone else.

It was the worst thing he could have done, of course. It made things so much easier for the two men waiting for him...

As he reached the street at the end of the pier he found himself bundled into a waiting carriage before he had time to call for help.

From inside a voice Nye knew and dreaded said: "Well now, Master Nye, it's a pleasure to see you again after all the trouble you've caused me!"

Red-Eye Pell sounded pleased with himself, and smiled as the carriage moved off. When it stopped again, Nye was hustled into a warehouse and taken to an upstairs room.

"Go to the ship and tell him we have the boy," Pell told the other man, whom he called Jack. "Ask him what's to be done now."

Jack nodded and left. Pell closed the door behind him, then settled down to talk to Nye.

"All we wanted," he said, "was for you to keep you from sailing with your Pa on the *Ellen Gorham*. That way you'd never have been any the wiser about who had arranged matters. You would probably have blamed me—and that's what I was paid for anyway."

"But then you had to take a look at that letter you carried, and now you know a little bit more than's good for you. Your Uncle Daniel—he didn't want you ever to know, but things didn't work out that way. Now all we have to do is sit and wait until Jack returns."

For some reason that Nye could not understand, Pell seemed delighted that he should know of his uncle's treachery, and was obviously pleased to see that Nye was upset by it.

A quick step sounded on the stairs. The door was flung open. Nye gasped.

"Uncle..."

It was Uncle Daniel, true enough, but frighteningly altered. His glowing eyes, sunk deep in their sockets, his hollowed-out cheeks and ghastly pallor combined to make a death's-head of his face.

Without taking his eyes off Nye, Uncle Daniel told Pell to wait downstairs. Then, when the door had closed, his face twisted in an agony of regret.

"Why did it have to come to this!" he cried out. "You need never have known. Curse that wreck! Curse the thousand and one mischances that have always been my lot!"

Nye watched his uncle warily as he went on more calmly, as if he were explaining the most reasonable proposition in the world.

"You must understand, Nye, it's all for the best. My only thought is for you. Once your father is out of the way, I'll raise you as my own son. I'll give you everything. You'll be my sole heir. The son I've always wanted. My son—not his!"

STARING into his uncle's feverish eyes, Nye realised with shattering certainty that they were not the eyes of a sane man. Uncle Daniel really believed what he was saying—and expected Nye to do the same!

"You must see that I'm right about all this," his uncle continued, "because otherwise, I don't know what I can do with you."

What I can do with you! In his uncle's mad gaze, Nye saw life and death—not only for his father, but himself.

Somehow he managed to say, "Yes, Uncle Daniel, I see," while deciding that his only chance was to pretend... a deadly game, while playing for time.

Pell was called in to stay with Nye once more when Uncle Daniel left. Nye sat casting around in his mind for a way to escape. He needed something to fight with, but he had no weapon.

Then an idea came to him.

A little later, Pell led the way downstairs to a small closet at the back of the store-room, and roughly pushed Nye inside. At once Nye took off his coat and rolled it into a tight ball. Then he waited to allow time for his eyes to adjust to the darkness.

At a shout from the impatient Pell, Nye pushed open the door as hard as he could, and in the same instant slammed his rolled coat into the man's face.

Startled, Pell let the lantern crash to the floor. In the sudden blackness, Nye darted past and ran upstairs. He stopped on the landing and pulled over a large empty barrel which he sent rolling downstairs. Pell was halfway up. He made an awkward attempt to turn back, but it was too late. The barrel caught him on the shoulder and sent him tumbling head over heels.

by
SCOTT CORBETT

Almost before the barrel had bounded away, Nye was sliding down the banisters. He reached the door and then he was outside, running as hard as he could.

Up ahead he could see a great ship with her deck bright with flaring lanterns; a ship astir with the last minute bustle of departure.

It was then that Nye made one of the most important decisions of

his life. It was one of the hardest things he had ever done—to stop running! To walk in a carefree fashion at such a time as this to avoid drawing attention to himself was almost impossible.

THE distance closed. Straight ahead of him, two men appeared, the nearer one turning to shake hands with the taller man. A bright lantern hanging from a mast behind them framed the tall man in light and sent golden rays shooting away from him in all directions.

Nye's heart filled with joy and pain, with triumph and sorrow. He stopped in his tracks in the middle of the gangplank.

"Pa!" he shouted, his voice breaking. "Pa, it's Nye!"

The smaller man was Uncle Daniel, and he whirled as though he had been shot. He stared at Nye with a face that had gone dead-white. Then his eyes rolled up and he fell to the deck. The tall hat in his hand rolled away,

righted itself with a pathetic wobble, and settled on the deck, upside down.

"Nye!" cried Captain Gorham, trying to believe his eyes. "What on earth—"

Nye rushed forward and threw himself into his father's arms.

"Pa! It is me, it is!"

"Bless you, son, it is indeed!" said his father, holding him in a bear-hug that took the breath out of him. "But how—Mr. Larkins! Mr. Larkins, will you look to Mr. Daniel, he's had a shock. Have him carried to my—"

"Here, you two, pick him up!" exclaimed Larkins. "I'll run for a doctor myself, sir."

Nye startled his father by struggling loose.

"Wait! He's one of them! Stop him!"

But Larkins was already across the gangplank, followed by the new first mate and a young seaman named Jack.

"What in blazes is all this about?" cried the baffled captain, who had never seen anything like it in all his years at sea. "And how in blazes did you get here, Nye, when your uncle said you hadn't come at all?"

"Pa, they meant to kill you!" Captain Gorham stared into his son's face, and then his own expression changed.

Painfully, even before Nye could tell his story, his father began to put two and two together. He stared down at the limp form two-seamen were lifting from the deck and said sadly, "He lied to me about you when he said Mr. Willet had not brought you back."

WHEN the *Ellen Gorham*, finally sailed, the sailing was a solemn one. Uncle Daniel was in a sanatorium where he would have the best of care, because it was plain he would never be well again in mind or body. Mr. Larkins and Jack were still at large, dodging the law, and even Pell had managed to disappear before men went to the warehouse to look for him.

On the happier side, letters had been sent to Captain Shebna and the Dillingham family, and the captain's money had been repaid. As for the office in Boston, Captain Gorham had arranged to have Uncle Daniel's work carried on by the very man, Mr. Marshall, whom Nye had met when he arrived on the *Griffin*.

This left only Nye's schooling to be arranged for, and here his father had a surprise for him in the form of a young man who reminded Nye a great deal of his schoolmaster Mr. Snodgrass, except that this young man had a more pleasant expression.

They were at sea before Nye's father got around to springing his surprise, and even then he had to wait a day or two, until the young man got over being seasick. When he finally appeared on deck, pale but resolute, Captain Gorham introduced him.

"This is Mr. Townsend, Nye. Mr. Townsend is a graduate of Harvard College, and he's come with us to be your tutor."

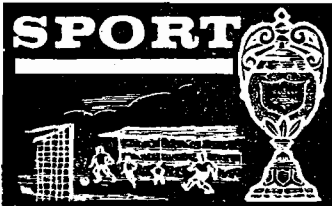
"Maybe your grandpa was right—I might not have time to do a proper job of it myself, and I don't want the old gentleman able to say you're not getting an education every bit as good as that sound British schooling he talked so much about. So Mr. Townsend will tend to making you a scholar, and I'll tend to making you a seaman."

THE END

© Scott Corbett, 1965



Pell was closing in—but Nye had a surprise in store!



THE GRAND FINALE



Extras . . .

Badminton

An England team of six is to make a tour of South Africa, playing in Test matches and the national championships. The tour, which will begin on 13th July, will last six weeks.

Cricket

To mark Lancashire's centenary, Yorkshire will present a silver bowl to the county in the "Roses" match at Whitsun.

Somerset's membership (4,742) last season was the highest in the county's history, yet there was a loss of £5,681. But the county's share of the money from last summer's Test matches between England and Australia cleared the deficit and left a profit—£6.

Cycling

Tommy Simpson, who lives in Belgium and is the only Englishman to have won a stage of the Tour de France, is to compete in the 265-mile London-Holyhead race on 22nd May.

Gliding

The 1965 world championships are to be held at South Cerney, Oxford-

shire, from 29th May to 13th June.

Motor Racing

Jim Clark, 1963 world champion driver, will make his third attempt to win the Indianapolis 500-mile event on 31st May.

The RAC International Rally of Great Britain will be held from 20th-26th November.

The Rover-BRM gas turbine engine car is to be allowed to compete on equal terms with all other cars in the Le Mans 24-hour race in June.

Rugby

A combined Oxford and Cambridge team is to play nine matches in the Argentine between 19th August and 22nd September.

The 64th League Cup Final is to be played at Wembley Stadium on Saturday, 8th May. Hunslet, who have won the cup twice (1908, 1934), meet Wigan, winners in 1924, 1929, 1948, 1951, 1953, 1959.

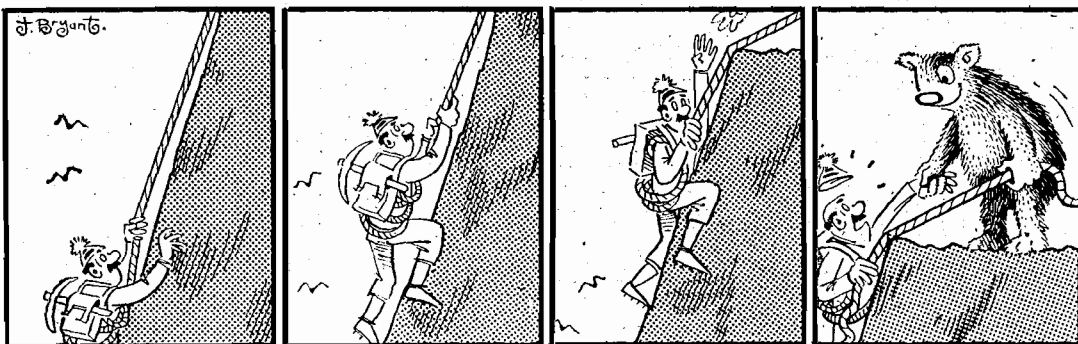
Swimming

The 1965 edition of *School Swimmer* is now available. Copies (1s. 4d. each post free) can be obtained from Mr. D. W. Hollier, 12 Dove-dale Avenue, Kenton, Harrow, Middlesex.

Wembley Stadium as it is today and (below) as it was when the first FA Cup Final was played there in 1923. Ringed in the picture is the policeman on the white horse, whose patience and good humour helped to clear the crowd from the pitch so that the match could be played. In that final, Bolton Wanderers beat West Ham United by two clear goals.



ALL-ROUND ALFIE



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SATURDAY, as everyone knows, is Cup Final Day for the 84th time. When the match is won, a new name will be added to Cup history, for neither Leeds United nor Liverpool have ever taken the trophy.

This match at Wembley brings together clubs from Yorkshire and Lancashire for the first time since 1938, when Preston North End beat Huddersfield from a penalty in the last moments of extra time.

LEEDS UNITED will be playing in the final for the first time in the club's 45 years; in fact, the Yorkshire side never even reached the semi-finals until this year.

Until this season, United had not been among the top honours at all; the only thing that had come their way was the championship of the Second Division in 1924 and again last year. Their progress this season has been truly remarkable.

LIVERPOOL, pride of Lancashire—What can be written about this club that has not already been said? Readers will probably remember the big CN feature last November which gave details of this wonderful club and its history.

For the few who do not know, Liverpool made two unsuccessful appearances in the FA Cup—in 1914 and 1950. And those who do not know say that this is Liverpool's year.

Who can say that they are not right? For has not Liverpool reached the semi-final of the European Cup?

Liverpool intend to win on Saturday and then go on to add the European Cup to their collection!

E.N.

Sportsbag

WELL, here we are at the last column of the last CN. It is a sad moment indeed; as Sports Editor I have enjoyed preparing this page and writing my own special column; and your letters have always been most welcome.

It has been wonderfully exciting to visit, on behalf of CN, all sorts of sports events which are known the world over; it has been equally exciting to be present at those events which have brought together young sportspeople from schools in all parts of the United Kingdom.

Cup Final and schools' internationals; Test cricket and schools' matches; tennis at Wimbledon and the Nestlé tournaments; international swimming and the schools' championships at Grimsby; international athletics at many centres, and the schools' championships at Hendon; world netball at Eastbourne and county tournament at the Crystal Palace; ice-skating; hockey . . .

One could go on and on listing the sports meetings and other special events which the sports staff and myself have covered; and we hope you've enjoyed what we've written about them.

THE CN was born 46 years ago, but the sports page has not had such a long innings. Events like the Boat Race, Test cricket, and Wimbledon were practically the only ones covered in the paper until 1945, when items on other sports occasionally appeared. But in 1951 a regular sports feature was introduced until, in the issue dated 25th January, 1958, sport was given a page to itself; it has held the position ever since.

Within recent years I have been able to include on this page features and announcements concerned with schools' events. Here I must pay tribute to those dedicated officials of the various organisations. Frankly I was amazed at the amount of time and labour put in—often during out-of-school hours—by masters and mistresses keen to further the interest of their pupils.

As you can see from this page, it is Cup Final week, but when the CN came out in 1919, the effects of the First World War—which had ended only five months earlier—prevented any serious soccer.

At Wimbledon in the summer of 1919 a 20-year-old French girl, Suzanne Lenglen, won the singles title, and held it for five years; she won it once more, in 1925. In the long years since then only three English girls—Mrs. L. A. Godfrey (1926), Dorothy Round (1934 and 1937), and Angela Mortimer (1961)—have been Wimbledon champions.

That other summer game, cricket, was also affected by the War, and the County championship was not fully resumed until 1920, when Middlesex took the title for the third time. Since then Yorkshire, Lancashire, and Surrey have dominated County cricket, and CN has seen only three counties win the championship for the first time—Glamorgan (1948); Hampshire (1961); and Worcestershire, the present champions.

Now we are in the opening overs of yet another season, and the struggle for the Gillette Cup has already begun. On Wednesday next (5th May) we can see our overseas visitors, New Zealand, in action at Worcester. This season sees the hundred up for Warwickshire, who hope to celebrate centenary year by winning the Gillette Cup and the County championship, to compensate for ending as runners-up in both last season . . .

Oh, hello! Last ball coming up. **HOWZAT!**

Out—for 46.

Good wishes to you all.

The Sports Editor

ANSWERS TO PUZZLES

(P. 14): CN Chess Club: P-B8-N1. Pick the Poet: Chaucer. Animals in Rhyme: Pig; sheep; baboon; cheetah; jackal. Do You Know? They were all Democratic Presidents of the USA: Portugal; lime; Europe; Mercury; Pluto. Cutlery Quiz: Sheffield. Round and Square: Shelley; Burns; Wordsworth; Browning. Ps. Please! Peach; plum; papaya; pumpkin; pineapple. Fiction Fame: H. G. Wells; John Buchan; Victor Hugo; Jules Verne; William Makepeace Thackeray; Emily Bronte; Daniel Defoe; Sir Arthur Conan Doyle. Nationalities: Russian; French; German; Irish; Spanish; Norwegian. Plural Puzzle: Radii; data; mothers-in-law; crises; antennae; spoonsful; indices. City Sites: Rome; Paris; New York; Moscow; Agra (India). Rivers All: Volga; Amazon; Nile; Elbe; Enns; Shannon; Niger; Rhine.

Two Down, Six Across: METAL ABUSE RURAL RANCH ONION WIPED

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